

## 1993 CORRESPONDENCE

## NOISE INQUIRIES

SUSPENSE	CTRL	FRDM	O	ROUTE	STREET	AREA	CT	SIG	IN	DRAFT	DDNE	COMMENTS
11/24/93		ASTLE	*	RTE 50	ACORN DR.	ANNAPOLIS		HK	11/08/93	12/09/93		
3/03/93	4673	ATHEY	*	MD 100	ALL	TIMBER RIDGE	AA	OJL	3/02/93			ASKED FOR EXT
4/19/93	1348	CLARK		US 50	ALL	WILLOW GROVE	PG	HK				
4/16/93	5092	IANNUCCI	*	US 50	ALL	WILLOW GROVE	PG	OJL		12/15/93		SEN. TROTTER
	DED	MCMILLEN	*	I-97	ALL	FERNDAL FARM	AA	HK		1/05/93		
	OED	MILLER										
	DED	PEASLEE		US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	WOS		4/15/93		MRS. PEASLEE
	DED	PEASLEE		US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	WOS		9/07/93		FOLLOW-UP
6/15/93	42	SARBANES	*	I-495	NEWBOLD PLACE	BETHESDA	M	HK	6/07/93	6/11/93		FROM HEIOI
	OED	SHEINBERG		I-95			MD	LE		11/10/93		BY LDU EGE
8/17/93	DED	TURNER		I-95/495	GUNSTON LANE	MANCHESTER EST	PG	CBA	8/10/93	8/11/93		FROM DIST
	OED	DDRMAN	*	MD 198		WEST LAUREL		WDS		12/06/93		
	OED	SPANO		I-270	PINE HAVEN TERR.	BETHESDA	MD	CBA	12/15/93	12/16/93		
	OED	WARREN			KENWOOD AVENUE		B	CBA		12/28/93		* TOLTTR. TO J
	DED	SMITH						CBA		12/29/93		SMITH MID-LAN
	DED											
	OED	MALONEY	*	I-95	ALL	WEST LAUREL	PG	DJL			1/11/93	
	OED	MIKULSKI	*	I-97	ALL	FERNDAL FARM	AA	HK		1/05/93	1/13/93	
1/06/93	L-59	DDRMAN	*	I-95	ALL	CALVERTON	PG	HK	1/04/93	1/05/93	1/14/93	
1/18/93	OED	RUBIN		MD 108	LINDEN CHAPEL ROAD	CLARKSVILLE	HD	EJM			1/18/93	EJM VISITE
1/28/93	OED	LYTTLE		US 50	WINCHESTER ROAD	ANNAPOLIS	AA	CBA	1/11/93	1/26/93	2/01/93	
2/3/93	A-11	MOUERY		I-695	ALL	DAKLEIGH	B	HK	1/11/93	1/21/93	2/03/93	GREATLY REVI
2/12/93	A-68	HENSE		ALL	ALL	ALL	B	HK	2/01/93	2/02/93	2/05/93	LEYLAND CYPR
	DIST 6	KAZARY		I-68	GREENE STREET	CUMBERLAND	A	TWB			2/11/93	BY BEAULIE
	OED	BENTLEY	*	I-695	ALL	SIX AREAS	B	OJL			2/12/93	
	DIST 3	DDRMAN	*	I-95	CHERRY HILL RD		PG	CJM			2/16/93	BY MILLS
	DED	GAGARIN		I-695	LEVELLE DRIVE	CHEVY CHASE	M	WOS			2/16/93	
	OED	RAU		I-95	NILES DRIVE	WEST LAUREL	PG	WDS			2/18/93	
	DED	HURSON	*	I-495	ALL	PARKVIEW	M	HK			2/19/93	
2/22/93	DED	GERWIG		I-83	YORK ROAD	PARKTON	B	CBA	2/11/93	2/18/93	2/22/93	
	DED	BARROWS	*	I-695	ALL	SIX AREAS	B	CRD			2/23/93	
	DED	MALONEY	*	I-95	ALL	WEST LAUREL	PG	HK			2/23/93	
2/26/93	B-39	MDRELLA	*	I-270E	ALL	TIMBERLAWN	M	HK	2/16/93	2/22/93	2/25/93	
	DED	BARROWS	*	US 50	ALL	HERITAGE HAR	AA	CRD			3/01/93	
	DED	BLUMENTHAL	*	I-95/495	ALL	BIRCHWOOD CITY	PG	HK			3/02/93	INVITE COMM
	OED	GLENDENING	*	I-95/495	ALL	BIRCHWOOD CITY	PG	HK			3/02/93	INVITE COMM
	DED	JONES	*	I-95/495	ALL	BIRCHWOOD CITY	PG	HK			3/02/93	INVITE COMM
	DED	LAWLAH	*	I-95/495	ALL	BIRCHWOOD CITY	PG	HK			3/02/93	INVITE COMM
	OED	DKERSHAUSEN	*	I-95/495	ALL	BIRCHWOOD CITY	PG	EJM			3/02/93	
	OED	VALDERRAMA	*	I-95/495	ALL	BIRCHWOOD CITY	PG	HK			3/02/93	INVITE COMM
	DED	DIEHL		MD 177	MOUNTAIN RD	PASADENA	AA	KOP			3/04/93	BY POLCAK
	DIST 4	CULVER		MD 702	SOUTHEASTERN TERR	ESSEX	B	CRH			3/05/93	BY HARRISO
	DIST 4	MCGARRIGLE		I-95	DREGON AVENUE	ARBUTUS	B	CRH			3/05/93	BY HARRISO
2/12/93	4513	PEASLEE		US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	HK	2/09/93	2/09/93	3/05/93	
		COLLECTIVE	*	I-695	ALL	SIX AREAS	B	HK		2/25/93	3/08/93	SEE MDUERY
	DED	HAYDEN	*	I-695	ALL	ALL	B	HK			3/08/93	STATUS
3/05/93	A-11	MOUERY		I-695	JENNIFER ROAD	DAKLEIGH	B	HK	2/23/93	2/23/93	3/08/93	SEE COLLECTI
	DED	BENSON	*	I-95/495	ALL	GLENARDEN	PG	HK			3/09/93	INVITE COMM
	OED	EXUM	*	I-95/495	ALL	GLENARDEN	PG	HK			3/09/93	INVITE COMM
	DED	GLENDENING	*	I-95/495	ALL	GLENARDEN	PG	HK			3/09/93	INVITE COMM
	DED	HOWARD	*	I-95/495	ALL	GLENARDEN	PG	HK			3/09/93	INVITE COMM

SUSPENSE	CTRL	FROM	O	ROUTE	STREET	AREA	CT	SIG	IN	DRAFT	DDNE	COMMENTS
	OED	MAOEN	*	I-95	N BKLN BRIDGE	WEST LAUREL	PG	HK	3/02/93	3/05/93	3/09/93	FROM PEDERSE
	OED	MAODEN	*	I-95	LAUREL RIDGE DRIVE	WEST LAUREL	PG	HK			3/09/93	FROM PEDERSE
	OED	MCCONNELL	*	I-95/495	ALL	GLENARDOEN	PG	HK			3/09/93	INVITE COMM P
	OED	TROTTER	*	I-95/495	ALL	GLENARDEN	PG	HK			3/09/93	INVITE COMM P
2/19/93	B-24	DDORMAN	*	I-95	ALL	CALVERTON	PG	HK	2/09/93	2/10/93	3/10/93	
3/08/93	1240	KING		I-495	ALL	PARKVIEW	M	WOS	3/08/93	3/08/93	3/18/93	2
3/10/93	B-	MICHAEL		I-95	LACKAWANNA STREET	AOELPHI	PG	HK	3/08/93	3/12/93	3/23/93	
3/12/93	B-69	MDRELLA	*	I-495	DSAGE LANE	BETHESDA	M	HK	3/08/93		3/24/93	
	HWY	WINTERS		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/24/93	
	HWY	BUENVENIDA		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/25/93	
	DED	FEAGA	*	MD 32	US 29	CDLUMBIA	HO	HK		3/15/93	3/25/93	FOLLOW-UP
	OED	MALONEY	*	I-95	ALL	LAUREL RIDGE	PG	HK			3/25/93	RE: STEVICH
	HWY	MEHTA		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/25/93	
	OED	PEASLEE		US 50	WINCHESTER RD	WINCHESTER HTS	AA	EJM			3/25/93	
2/25/93	B-37	PHILLIPS		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK	2/16/93		3/25/93	BY KOP
	HWY	RANDOLPH		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/25/93	
	HWY	SUODARTH		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/25/93	
	HWY	WDDO		MD 650	WHITEGATE ROAD	SILVER SPRING	M	HK			3/25/93	
	DED	MISHRA		ALL	ALL	ALL	-	DJL		3/15/93	3/29/93	
3/12/93	B-70	LEVINE		I-270E	EARLSGATE LANE	ROCKVILLE	M	HK	3/08/93	3/16/93	3/31/93	
	OIST 3	D'REILLY	*	US 50	MD 410	LANODVER HILLS	PG	CJM			4/05/93	
4/05/93	OEO	LEE		I-495	CYPRESS GROVE LANE	BETHESDA	M	CBA	3/31/93	3/31/93	4/07/93	
	OEO	KRAHNKE	*	I-495	PARKVIEW ROAD	PARKVIEW	M	HK			4/12/93	
	OED	ODRMAN	*	I-95	ALL	LAUREL RIDGE	PG	HK			4/14/93	
	OED	LEAMAN		US 50	CARIBDN STREET	WILLOW GROVE	PG	DJL			4/19/93	FOR WDS
	DED	RDBISON	*	I-95	ALL	WEST LAUREL	PG	WDS			4/20/93	
	OED	CECCHINI		I-95	LAUREL RIDGE DRIVE	LAUREL RIDGE	PG	WDS			4/23/93	
	DED	YEAGER	*	I-95	ALL	LAUREL RIDGE	PG	HK			4/23/93	
	DED	GUTTERMUTH		I-695	TRUMPS MILL RD	ROSEDALE	B	EJM			4/27/93	
4/19/93	1333	LEWIS		US 50	CARIBDN STREET	WILLOW GROVE	PG	WDS		4/15/93	4/27/93	
	DED	MISHRA		ALL	ALL	ALL		EJM			4/28/93	RUBBER WALL
	DED	PLEVYAK		ALL	ALL	ALL		EJM			4/28/93	WALL SYSTE
	OEO	REX		ALL	ALL	ALL		EJM			4/28/93	WALL SYSTE
	OED	TROTTER	*	US 50	ALL	WILLOW GROVE	PG	DJL			4/28/93	
	OED	BISHOP	*	I-695	ALL	ALL	B	DJL			4/30/93	BENTLEY WAL
4/26/93	DED	GILCHREST	*	US 50	WINCHESTER ROAD	ANNAPOLIS	AA	DJL	4/22/93	4/23/93	5/04/93	PEASLEE
5/04/93	D-40	FEAGA	*	MD 32	W. OF US 29	CDLUMBIA	HO	HK	4/28/93	4/29/93	5/06/93	
5/05/93	OED	BADER		I-270 E	ALL	GROSVENOR	M	CBA	4/21/93	5/10/93	5/10/93	
	DED	HEALY		I-495	PEPPERELL DRIVE	AL MARAH	M	CBA		5/07/93	5/10/93	MEASUREMENT
	DED	CECCHINI		I-95	LAUREL RIDGE DRIVE	LAUREL RIDGE	PG	WDS			5/11/93	
	DED	LEAMAN		US 50	CARIBDN STREET	WILLOW GROVE	PG	DJL		4/07/93	5/11/93	
5/05/93	D-38	ZENTZ		I-695	OLD COURT ROAD	PIKESVILLE	B	HK	4/22/93		5/12/93	CBA TO DRAF
4/30/93	B-39	MORELLA	*	I-270E	ALL	TIMBERLAWN	M	HK		4/29/93	5/19/93	
5/24/93	E-13	STAIAND		I-495	ALL	PARKVIEW	M	HK	5/17/93		5/20/93	
	DED	RAKESTRAW		US 1		GUNPOWDER RIV	B	CBA			5/21/93	
	DED	SANDERS		I-270E	ALL	TIMBERLAWN	M	CBA			5/25/93	
5/24/93	5371	PETERSON		US 50	CLEARY COURT	WILLOW GROVE	PG	DJL	5/20/93	5/20/93	5/28/93	
6/01/93	E-26	HAINES	*	I-695	ALL	FEATHERBED PK	B	HK	5/24/93	5/25/93	6/08/93	
	OED	PICKETT		ALL	ALL	ALL		EJM			6/10/93	WALL SYSTE
	OED	HAYES		MD 140	BUCK CASH DRIVE	WESTMINSTER	CL	CBA	6/11/93	6/11/93	6/14/93	
	DED	WILBUR		I-495	BELHAVEN ROAD	BETHESDA	M	CBA	6/07/93	6/11/93	6/14/93	
	O-3	MILLS	*	I-95/495	CATONE CT	DXDN HILL	PG	CJM			6/17/93	BY CRES MIL
	DDT	SCHAEFER	*	I-95	ALL	LAUREL RIDGE	PG	DJL			6/23/93	REQ APPROV
7/01/93	93JUN37	MOORE		I-270	DWENS CT	ROCKVILLE	M	HK	6/17/93	6/22/93	6/24/93	
6/10/93	1442	HERRING		US 50	CARIBDN STREET	WILLOW GROVE	PG	WDS	6/07/93	6/09/93	6/25/93	
	DED	LEAMAN		US 50	CARIBDN ST	WILLOW GROVE	PG	WDS			6/25/93	

SUSPENSE	CTRL	FRDM	D	ROUTE	STREET	AREA	CT	SIG	IN	DRAFT	DDNE	COMMENTS
	OED	RUBIN		MD 108	LINDEN CHAPEL RD	CLARKSVILLE	HD	EJM	6/28/93	6/28/93	6/28/93	
7/26/93	153D	PEASLEE		US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	CBA	7/21/93	7/22/93	7/01/93	AMY PEASLEE
	DED	PEASLEE		US 50	WINCHESTER RD	WINCHESTER HTS	AA	DJL			7/06/93	
7/09/93	93JUN48	MURPHY	*	I-695	ALL	ARBUTUS	B	HK	6/28/93	6/30/93	7/07/93	PROJ.NO. 15
7/01/93	DED	BADER		I-270E	ALL	GRDSVENDR	M	CBA	6/24/93	7/01/93	7/12/93	
	DED	DDNIGIAN		I-495	SINGLETON DR	BETHESDA	M	WDS			7/12/93	
5/17/93	B-24	DORMAN	*	I-95	ALL	CALVERTON	PG	HK		6/23/93	7/16/93	
	PRJ PLN	COLDREN		MD 355	ST JOHNSBURY LN	GERMANTOWN	M	HK			8/03/93	
8/06/93	93JUL50	DORMAN	*	I-95	ALL	CALVERTON	PG	HK	7/27/93	7/28/93	8/04/93	
		GILCHREST	*	US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	HK			8/04/93	PEASLEE
8/11/93	93JUL59	MDRELLA	*	I-495	SINGLETON DR	BETHESDA	M	HK	8/02/93	8/02/93	8/09/93	
	DED	ASTLE	*	US 50	WINCHESTER ROAD	WINCHESTER HTS	AA	WDS			8/10/93	
7/30/93	1544	CORNELL		ALL	ALL	ALL	WDS		7/28/93	7/30/93	8/10/93	NB AESTHETIC
7/30/93	DED	MILLS	*	I-95/495	GUNSTON LANE	MANCHESTER EST	PG	HK	8/02/93	8/03/93	8/10/93	MS. TAYLOR
	DED	INGRAM		ALL	ALL	ALL	EJM				8/12/93	N.B. EVALUAT
	DED	LUNDREGAN		ALL	ALL	ALL	EJM				8/12/93	N.B. EVALUAT
	DIST 4	METTEE		ALL	ALL	ALL	CRH				8/12/93	VINES
	DED	KISER		MD 355	ST. JOHNSBURY LN	GERMANTOWN	M	HK			8/16/93	
	OED	HEANEY		I-70	HAVERHILL RD	WOODLAWN	B	KDP			8/17/93	
	DED	SCHWARTZ		I-695	LENBURN RD	FEATHERBED PK	B	HK			8/17/93	
	DED	CECCHINI		I-95	ALL	LAUREL RIDGE	PG	HK			8/19/93	FOLLOW-UP
	DED	DORMAN	*	I-95	ALL	LAUREL RIDGE	PG	HK			8/19/93	FOLLOW-UP
8/20/93	DED	DDMAN	*	I-95	DUNCAN DRIVE	KNDLLWOOD	PG	HK	8/12/93		9/01/93	FROM DIST
	DED	FRANK		I-495	CINDY LANE	BETHESDA	M	CBA			9/07/93	
	OED	MADDEN	*	I-95	ALL	LAUREL RIDGE	PG	HK			9/08/93	FOLLOW-UP
	DED	MALONEY	*	I-95	ALL	LAUREL RIDGE	PG	HK			9/08/93	FOLLOW-UP
	DED	EVERITT		I-695	DUBLIN DRIVE	LUTHERVILLE	B	CBA			9/10/93	
8/31/93	93AUG41	BENTLEY	*	I-695	LOCHMDDR CT	SEMINARY RIDGE	B	HK	8/19/93	9/02/93	9/14/93	
	DED	DDMAN	*	I-95	ALL	CALVERTON	PG	HK			9/15/93	
	DIST 4	BDSLEY		I-695	MEADOWVALE	LUTHERVILLE	B	CRH			9/17/93	BY HARRIS
	DED	ZENTZ		I-695	DLO COURT RD	PIKESVILLE	B	HK			9/17/93	
	DED	GREEN	*	I-95/495	ALL	KINGSWOOD	PG	HK			9/20/93	
9/13/93	1629	ABRAHAM		I-695	LOCHMDDR CT	SEMINARY RIDGE	B	WDS	9/09/93	9/10/93	9/22/93	
9/17/93	93SEP6	VAUGHAN		I-83	ALL	CNTRY.CLB.PARK	B	HK	9/07/93	9/15/93	9/22/93	
9/27/93	93SEPT3	MDUERY		I-695	JENNIFER ROAD	DAKLEIGH	B	HK	9/14/93	9/22/93	9/24/93	
	DED	DORMAN	*	I-95	ALL	LAUREL RIDGE	PG	WDS			9/28/93	
9/23/93	93SEP18	ABRAHAM		I-695	ALL	SEMINARY RIDGE	B	HK	9/13/93	9/21/93	9/29/93	
9/21/93	93SEP16	THOMSDN		I-270W	GRUBBY THICKET WAY	BETHESDA	M	HK	9/10/93	9/21/93	9/29/93	
10/01/93	93SEP39	LAWLAH	*	MD 210	ALL	OXDN HILL	PG	HK	9/23/93	10/01/93	10/07/93	
	DED	MATHIAS		I-695	MARYLAND AVE	CATONSVILLE	B	HK			10/08/93	
10/08/93	93SEP62	MORSBERGER	*	I-195	MAGNDLIA AVE	RELAY	B	HK	10/01/93	10/08/93	10/13/93	
10/07/93	93SEP57	EADES		I-95	ALL	ELKRIDGE	B	HK	9/28/93	10/07/93	10/14/93	
	DED	BENTLEY	*	I-695	ALL	DULANEY	B	HK			10/15/93	COMMUNITY M
	DED	BODZER	*	I-695	ALL	DULANEY	B	HK			10/15/93	COMMUNITY M
	DED	BREWSTER	*	I-695	ALL	DULANEY	B	HK			10/15/93	COMMUNITY M
	DED	CURRAN	*	I-695	ALL	DULANEY	B	HK			10/15/93	COMMUNITY M
	DED	KLIMA	*	I-695	ALL	DULANEY	B	HK			10/15/93	COMMUNITY M
	DED	WAGNER	*	MD 100	ALL	MERRIWEATHER	HO	HK			10/18/93	
	DIST 3	GREEN	*	I-495	KINGSWOOD (ALL)	SILVER SPRING	PG	CJM			10/20/93	BY MILLS
10/15/93	93OCT1	HEANEY		I-70	PADDCK WAY	BALTIMORE	B	HK	10/06/93	10/11/93	10/21/93	
10/21/93	93OCT93	SMITH		I-95	ALL	WEST LAUREL	PG	HK	10/18/93	10/18/92	10/21/93	SINGLE PANE
	DED	DEMBROW	*	MD 650	WHITEGATE RD	SILVER SPRING	PG	HK			10/22/93	VS. MD 100
10/21/93	93OCT27	PENDERGRAS	*	I-95	BAUMAN/HUNT CLUB	ELKRIDGE	B	HK	10/13/93	10/18/93	10/26/93	
		DROWN	*	I-95	BAUMAN/HUNT CLUB	ELKRIDGE	HO	HK			10/26/93	
		BREWSTER	*	I-695	ALL	ALL	AL	HK			11/01/93	BENTLEY N.E
	DED	TOWNSEND		I-95	ALL	W. LAUREL	PG	CBA			11/02/93	CONTRACTOR

SUSPENSE	CTRL	FRDM	D	ROUTE	STREET	AREA	CT	SIG	IN	DRAFT	DOONE	COMMENTS
11/04/93	93OCT63	BENTLEY	*	I-83	MORRIS AVE		B	HK	11/01/93	11/03/93	11/05/93	RE-EVALUATE
10/29/93	DED	SCHWARTZ		I-695	LENBURN RD	BALTIMORE	B	HK	10/18/93	10/27/93	11/05/93	FOLLOW-UP
	DED	BARRDWS				GLEN BURNIE	AA				11/18/93	BATCS 'C'
	DED	PANGBORN		I-695	ARIZONA AVENUE		B	KDP		11/18/93	11/18/93	NOISE REPR
11/22/93	93NOV21	ODRMAN	*	I-95	CHERRY HILL RD	ADOLPHI	MO	HK	11/10/93	11/17/93	11/22/93	N.B. EVALUAT
	OEO	YEAGER	*	I-95		LAUREL RIDGE	PG	HK			11/23/93	
12/08/93	93DEC1	BENTLEY	*	I-695			B	HK			11/23/93	4
		GARNER		I-270	LADY SLIPPER TERR.	ROCKVILLE	MD	CBA	11/10/93	11/18/93	11/29/93	
	DED	GENIS	*	I-495	ALL	ALL	MD	DJL			11/29/93	
	OEO	GREEN	*	I-695		KINGSWOOD	PG	WOS			11/29/93	NB. STATUS/CE
11/24/93	93NOV29	BENTLEY	*	I-95	DAYBREAK TERR.	HAZELWOOD	B	HK	11/15/93	11/24/93	11/30/93	
11/29/93	93NOV35	DEMBROW		I-495	UNIVERSITY BLVD.		MO	HK	11/18/93	11/24/93	12/03/93	
11/22/93	93NOV19	KRAHNKE	*	I-495	CINCY LANE	BETHESOA	MD	HK	11/15/93	11/17/93	12/06/93	N.B. (LIGHT P
	DED	BENTLEY	*	I-695	SEMINARY RIDGE		B	HK	12/14/93	12/14/93	12/15/93	
11/15/93	93NOV7	BLUMENTHAL	*	MD 210	ALL	ALL	PG	HK	11/02/93	11/09/93	12/16/93	
	OEO	KRAHNKE	*	I-270/495	ALL	ALL	MO	HK	11/30/93	12/06/93	12/16/93	FROM CJM
12/15/93	LND-79	EXUM	*	US 50	LOTTSFORD VISTA RD	WILLOW GROVE	PG	HK	12/15/93	12/16/93	12/22/93	

SPICER

I 695

EDDINGTON RD OAKLEIGH B HK

12/27



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

5

September 29, 1993

Mr. Rick E. Abraham  
Vice President  
Seminary Ridge Owners Association, Inc.  
8 Lochmoor Court  
Lutherville MD 21093

Dear Mr. Abraham:

Thank you for your recent letter concerning traffic noise at the Seminary Ridge community adjacent to I-695 in Baltimore County.

The Seminary Ridge community was evaluated as part of the overall environmental impact studies for future Beltway expansion. The analysis indicated that noise levels will exceed the impact threshold. However, a final decision was not made regarding construction of a sound barrier. Additional studies will be performed during the design phase for the Beltway expansion to assess more accurately the noise impacts and abatement needs.

There is no schedule for when the particular section of the Beltway might be widened. This will depend greatly on priority and fund availability. If the analysis indicates that all of the criteria for noise abatement are met, the work will be included with the Beltway widening contract for this area. I hope this information has helped clarify this situation.

You asked about the feasibility of extending the planned wall to protect your community. This is not possible for several reasons. First, the funds to do this simply are not available and secondly, your community does not meet the criteria for our retrofit noise barrier program, namely the residences had to exist prior to the original highway construction.

If you have any questions, or wish to discuss this matter further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

*Elizabeth L. Hower, Deputy*

for  
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

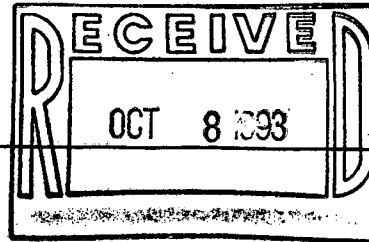
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

IN REPLY REFER TO OP-MDOT



WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET N.W.  
WASHINGTON D.C. 20001  
(202) 638-2215

TDD (301) 333-3098

September 22, 1993

Mr. Richard E. Abraham  
Vice President  
Seminary Ridge Owners Association  
8 Lochmoor Court  
Lutherville MD 21093

Dear Mr. Abraham:

Thank you for your recent letter concerning traffic noise at the Seminary Ridge community adjacent to the Baltimore Beltway (I-695) in Baltimore County.

An evaluation of traffic noise impacts at the Seminary Ridge community was done as part of the overall environmental studies for future Beltway expansion. The analysis showed that the noise impact threshold of 67 decibels will be exceeded, but additional studies must be performed during the design phase for the improvements to assess more accurately the noise impacts and abatement feasibility.

Currently, there is no schedule for when this particular section of the Beltway might be widened. This will depend greatly on priority and funding availability. When this project advances to the design phase, and if the analysis confirms that all of the criteria for noise abatement are met, barriers will be included with the Beltway improvement contract for this area.

Thank you for bringing your concerns to my attention and I hope this information has helped clarify the situation at your community. If you have any questions, or wish to discuss this matter further, please feel free to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Dale Hilliard  
Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller ✓



*Maryland Department of Transportation*  
*State Highway Administration*

LOISE

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

7

July 12, 1993

Mr. David H. Bader  
Managing Agent  
Grosvenor Homeowners Association  
11141 Georgia Avenue, Suite 512  
Silver Spring MD 20902

Dear Mr. Bader:

I am writing in response to your recent letter to District 3 Engineer, Creston J. Mills, Jr., concerning noise level studies for the Grosvenor community adjacent to the east leg of I-270.

The State Highway Administration (SHA) considers noise abatement only for those areas in existence when the planning studies are performed for highway projects. It is not possible for SHA to anticipate where development might occur and what appropriate protection would be required. Therefore, noise measurements are generally not taken at undeveloped areas.

A review of the environmental studies done for the I-270 widening project indicate that noise measurements were not taken at the present Grosvenor community because it did not exist at the time the environmental studies were performed. Since this area does not meet the date requirement under SHA policy, taking noise measurements would not change the conclusion.

A check of our files indicates that the Maryland-National Capital Park and Planning Commission (M-NCPPC) might have required noise level studies as part of their development approval process. We make reference to a Brewer-Corby property which appears to be the present location of the Grosvenor community. You may wish to contact M-NCPPC in this regard.

If you have further questions, please feel free to contact me at (410) 333-8063.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_



O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

Mr. David H. Bader  
Managing Agent  
Grosvenor Homeowners Association  
11141 Georgia Avenue, Suite 512  
Silver Spring MD 20902

I am writing in response to your recent letter to District 3 Engineer, Creston J. Mills, Jr., concerning traffic noise along I-270 in the vicinity of the Grosvenor community.

Our records indicate that development of this community is fairly recent and the homes did not exist at the time approval for the widening of the I-270 East Spur was received. This is one of several criteria that must be met for an area to be considered for noise abatement under the State Highway Administration Noise Abatement Policy.

There are many more requests for noise barriers that we have the resources to address. We must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise abatement should be considered and constructed.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions, or wish to discuss this matter further, please feel free to contact me at (410) 333-8063.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free



*Date of Initial Response*

**NOISE COMPLAINT INQUIRY - CHECKLIST**

FILE? Y/N



DATE OF INQUIRY OCT 22 1993

RECEIVED BY Gene

NAME Kathleen Bernhardt

ADDRESS W. Nap Lane

Annapolis

(include zip code)

DAY PHONE (410) 626-8225 (work / home)

OTHER PHONE \_\_\_\_\_

\* \* \* \* GENERAL INFORMATION SUMMARY \* \* \* \*

HIGHWAY NAME/ROUTE NO. US 50

COMMUNITY/AREA NAME Captain's Choice

LOCATION ALONG HIGHWAY at MD 2 SE QUAD

DESCRIBE NATURE OF COMPLAINT Will area get noise wall? What will be constructed in this area (highway).

\* \* \* \* FOLLOW-UP \* \* \* \* *Response*

DATE \_\_\_\_\_ BY Gene

I told her I would look at environmental documents to see who determine eligibility for noise walls. I told her I would check contractors plans to see what highway work proposed. by ~~10/29~~ 10/29

Follow up promised by 10/28/93

Follow up completed by \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 10

PLEASE REPLY TO:  
OFFICE OF DISTRICT ENGINEER  
2323 WEST JOPPA ROAD  
BROOKLANDVILLE, MARYLAND 21022

September 17, 1993

Mr. James D. Bosley  
231 Meadowvale Road  
Lutherville, MD 21093

Dear Mr. Bosley:

Thank you for your recent letter about the impact our sound barrier project along MD-695 near Dulaney Valley Road would have on your property.

We are looking at redesigning the barrier, moving it closer to the Beltway and along our right of way line. While this looks encouraging, we cannot say anything definite at this point. We will contact you again as soon as we have determined the feasibility.

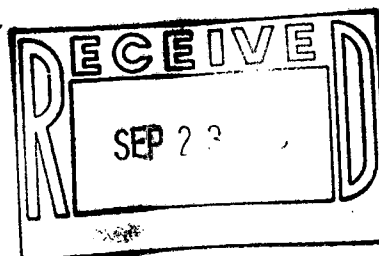
We appreciate your concerns and, again, thank you for letting us know your position.

Sincerely,

Charles R. Harrison  
Metropolitan District Engineer

CRH:LIS:ko

cc: Mr. Charles Ferraro  
Mr. Chris Larson  
Mr. Eugene Miller (w/incoming) ✓



My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

James D. Bosley  
231 Meadowvale Rd.  
Lutherville, Md. 21093  
September 4, 1993

Mr. Charles Harrison, District Engineer  
State Highway Administration  
2323 W. Joppa Road  
Brooklandville, Md. 21022

Dear Mr. Harrison:

RE: Noise Barrier

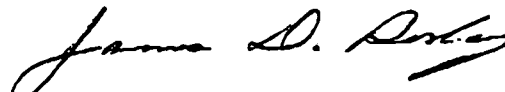
A few weeks ago, I was visited by Mr. Ferraro, real estate officer, to discuss allowing the State to use 20 + ft. of my property to erect a noise barrier along the north entrance to Interstate 695 exit 27B, Dulaney Valley Road.

One of the reasons I purchased my house about 30 years ago was because of the woods which faced the property. Over the years, I have enjoyed walking along the back fence and seeing the trees and animals in the woods.

The noise from Interstate 695 has never been a problem for my family. Our house is on an access ramp not directly adjacent to 695. For us, a noise barrier would cost us much more than we would gain. I would loose a) the view that my entire family enjoys b) 26 ft of yard space and c) my property value would decrease d) my taxes would not decrease proportion to the decrease in my property value.

For these reasons, I hope that a noise barrier will not be built. I will not relinquish 26 ft. of my property nor will I approve of any design which interferes with our view of the woods. If the state wishes to proceed, please build the barrier immediately adjacent to the entrance ramp. If you wish to discuss this further, please write to me at the above address or call me at 302-227-3994.

Sincerely yours;



James D. Bosley



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

12

March 25, 1993

Mr. and Mrs. Rene Buenvenida  
15000 Whitegate Road  
Silver Spring MD 20905

Dear Mr. and Mrs. Buenvenida:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

13

August 19, 1993

Mr. Louis A. Cecchini  
16200 Laurel Ridge Drive  
Laurel MD 20707-2839

Dear Mr. Cecchini:

Thank you for your most recent letter about the Laurel Ridge community's request for a sound barrier. Laurel Ridge was investigated to determine if it met our noise abatement criteria. We have determined that while our criteria are met, there are insufficient funds for construction of a barrier at this time.

We are looking into the issue of future funding for remaining retrofit sound barrier projects. This review will determine whether we will be able to complete the identified projects remaining. At that point, we will have a clearer picture about all these projects, including the Laurel Ridge area. I am hopeful that this review will be concluded this fall.

I appreciate your interest and patience. If you have any questions, please do not hesitate to contact Charlie Adams, Director of our Office of Environmental Design, at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 325-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 636-2215  
TDD (301) 333-3098

May 11, 1993

Mr. Louis A. Cecchini  
Laurel Ridge Citizens for  
Noise Barrier  
16200 Laurel Ridge Drive  
Laurel MD 20707-2839

Dear Mr. Cecchini:

Thank you for your most recent letter about my visit to West Laurel and our discussion about noise levels in the Laurel Ridge community. Your experience with the military and federal government has given you a unique perspective, and I am glad you felt our meeting was a positive experience.

I am also pleased to hear that the community residents felt Mr. Kassoff and Mr. Adams of the State Highway Administration (SHA) were responsive to their request for noise measurements. I am sure SHA will be just as attentive in their evaluation of the results.

Thank you again for your understanding and patience regarding this difficult issue. Please extend my appreciation to the residents of Laurel Ridge for their kind comments.

Sincerely,

  
Governor

cc: Mr. Charles B. Adams  
Mr. Hal Kassoff ✓

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

April 23, 1993

Mr. Louis A. Cecchini  
16200 Laurel Ridge Drive  
Laurel MD 20707

Dear Mr. Cecchini:

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET N.W.  
WASHINGTON D.C. 20001  
(202) 636-2215

TDD (301) 333-3098

Thank you for your recent letter about a sound barrier for the Laurel Ridge community.

As I indicated during my visit with residents of the West Laurel community, the State's ability to fund sound barriers is limited. There are more highway needs than we have money available, and we have had to set very stringent criteria for the approval of noise abatement.

I have asked the State Highway Administration (SHA) to investigate the Laurel Ridge area to determine how the area relates to the eligibility criteria. I understand Mr. Hal Kassoff and his staff visited your neighborhood immediately following our recent trip to West Laurel. SHA will follow-up with noise measurements.

At this point, I cannot commit the State to the construction of a sound barrier, even if the criteria should be met. However, I will review the matter with Secretary Lighthizer and Mr. Kassoff after SHA's studies are complete. SHA will complete their studies as quickly as possible and will contact you with the results by mid-May.

Again, thank you for sharing the community's views with me. In the meantime if you have any questions, please contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller ✓  
Mr. Jeff Stone



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 16  
Administrator

August 3, 1993

Mr. and Mrs. Gary W. Coldren  
19321 St. Johnsbury Lane  
Germantown MD 20874

Dear Mr. and Mrs. Coldren:

Thank you for your recent letter concerning the MD 355 project planning study. Part of the planning process is to investigate all potential impacts, one of which is noise. The State Highway Administration (SHA) has prepared a noise analysis for this study and a summary was provided as part of the Environmental Assessment/Section 4(f) Evaluation. The assessment is available for your review and can be found at the local Gaithersburg library.

In summary, the noise impacts are based on the relationship of the projected noise levels to federal noise abatement criteria and to ambient noise levels. Noise impacts occur when noise abatement criteria are equaled or exceeded and when the noise levels are shown to exceed a no-build situation by five or more decibels. The federal noise abatement criteria for residential areas is 67 dBA. Noise abatement measures or mitigation will be evaluated when a noise impact is identified.

Factors considered when determining if mitigation is reasonable are whether a feasible method is available to reduce the noise, whether the noise mitigation is cost effective for those receptors that are impacted, and whether the mitigation is acceptable to impacted property owners. The SHA considers \$40,000 per home protected a reasonable cost.

Feasibility deals primarily with engineering considerations - whether a barrier can be built given the topography of the location and whether a noise reduction can be achieved given certain access.

The noise receptor selected in the vicinity of your residence revealed the following noise level data:

Ambient .....	64 dBA
2015 No-Build .....	65 dBA
2015 Build Alternative 2 .....	68 dBA
2015 Build Alternative 3 .....	68 dBA

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

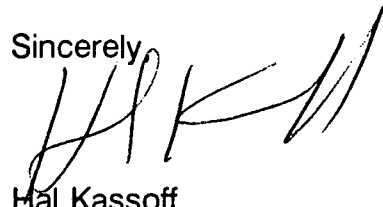


17  
Mr. and Mrs. Gary W. Coldren  
August 3, 1993  
Page Two

Based upon our analysis, noise levels will exceed the impact threshold by one decibel in the design year, but the difference between the build/no-build will be less than five decibels. Therefore, a noise barrier is not considered to be warranted. We will, however, investigate screening for this area to provide a buffer between the roadway and the community.

If you have any further questions or comments, please feel free to contact the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1186 or toll free, in Maryland only, at 1-800-548-5026.

Sincerely,



Hal Kassoff  
Administrator

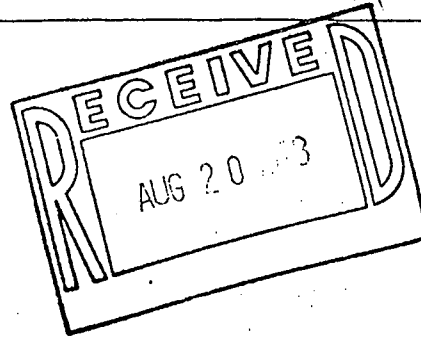
cc: Mr. George Walton

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

*Ugual  
Barriers*



IN REPLY REFER TO OP-MDOT



WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET N.W.  
WASHINGTON D.C. 20001  
(202) 638-2215

TDD (301) 333-3098

August 10, 1993

J. M. Cornell, Ph.D.  
2655 West 39th Avenue  
Denver CO 80211

Dear Dr. Cornell:

Thank you for your recent letter concerning new technology for the aesthetic treatment of concrete sound barriers. I regret any misunderstanding resulting from your initial contact with the Maryland State Highway Administration (SHA). SHA has a product evaluation process to look at new technology which could benefit the state in highway construction. Let me assure you, we are always open to innovation, especially when cost-savings may be possible.

In order to allow fair and prompt consideration of your product, I have asked Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, to contact you to discuss its merits. You may expect to hear from Mr. Adams within the next two weeks.

Once again, thank you for bringing this matter to my attention. We truly appreciate your interest in our sound barrier program.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

19

PLEASE REPLY TO:  
OFFICE OF DISTRICT ENGINEER  
2323 WEST JOPPA ROAD  
BROOKLANDVILLE, MARYLAND 21022

March 5, 1993

Mr. Walt Culver  
333 Southeastern Terrace  
Baltimore MD 21221

Dear Mr. Culver:

Thank you for your recent letter about problems at the MD 702 pedestrian bridge, particularly around Southeastern Terrace.

We certainly appreciate your concerns about vandalism and the dangerous use of this structure, probably by youngsters who think it is fun to run across a high-speed roadway. Two members of my staff went out recently to see the problem first hand and they share your concerns.

As you are aware, we have a very aggressive anti-graffiti campaign, which is both time-consuming and costly. In this case, your suggestion about planting ivy has merit as an additional way to deter such vandalism. We will go ahead and plant it, most likely this spring.

We were able to see from depressions in the ground where people have been jumping over the ramp to run across the road. We also see where people could climb on the fence and throw objects off it. Staff of our Office of Environmental Design actually designed the fence and screen. They would be able to determine whether your suggestions or other actions would help deter such actions in the future.

We are forwarding your letter to that division for their review. If you have any further comments regarding the ramp or screen, please don't hesitate to contact Mr. Gene Miller, one of our landscape architects. He may be reached at 410-333-8071.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

20

Mr. Walt Culver  
March 5, 1993  
Page 2

Again, we appreciate your concerns. You have our promise to continue to remove the graffiti as quickly as possible.

Sincerely,



Charles R. Harrison  
Metropolitan District Engineer

CRH:LIS:ko

cc: Mr. Allen Ault  
Mr. Gary Ewers (w/incoming)  
Mr. Gene Miller (w/incoming) ✓  
Mrs. Linda Singer

FEB 4 1993

21

Dear Sir

As a resident of Southeastern  
Terr for twenty seven years I would  
like to relate to you some of the  
problems we have had to endure  
since the ramp was built across  
from us.

Bottles and rocks are thrown  
from the ramp onto our street and  
cars. I personally had a large  
rock thrown onto my awning  
causing a large hole and had to  
be replaced. I feel the entire  
ramp should be covered to prevent  
this. Also since I have seen people  
on top the partition already covered  
(over Rt 702) I suggest that the  
screen be angled to make it difficult  
to walk on.

I would also like to thank-  
you and your crew in your war on the  
graffiti on the wall. I know its an  
endless job. I would also like to  
suggest that along Southeastern Terrace  
you plant that fast growing ivy  
that climbs the wall, to prevent  
an even wall for the "Artist."

If I could just offer one  
more idea before I close. The screen  
installed along the 702 side of the ramp  
ends about fifty feet from the end of the  
ramp. I have seen many people climb  
onto the top of the wall using the railing  
to go over and jump to 702. Hence making  
a short cut across Rt 702. I would

like to see that screen extended further down the ramp and over the to the first section of the wall were there isn't a railing. I feel this will deter them from short cutting across the highway.

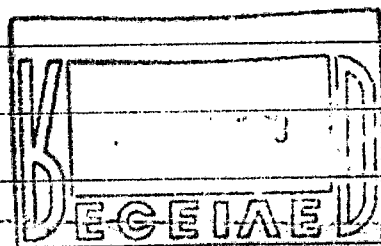
Thank You.

Walt Luker

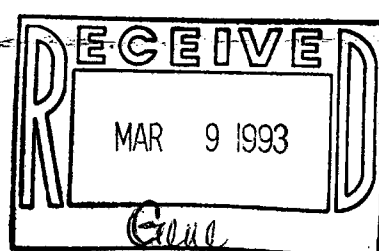
333 Southeastern terr

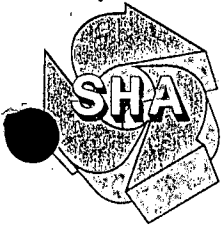
Balto Md 21221

ph. 687-8256



23





**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 24  
Administrator

**OFFICE OF ENVIRONMENTAL DESIGN**

March 4, 1993

Mr. Jack Diehl  
4010 Mountain Road  
Pasadena, Maryland 21122

Dear Mr. Diehl:

I am writing to report the findings of the latest monitoring of traffic noise levels at your home on MD 177 (Mountain Road). Essentially, this work is a replication of the previous study reported to you in December, 1992, with some minor differences.

As in the original study, Exhibit 1 shows a diagram of your property and the position of the measurement microphone, which was the same as in the first study. During this study, noise was monitored in consecutive 5-minute intervals for a total period of 90 minutes. During each interval, the average level, along with the maximum or highest single level were recorded. Exhibit 2 gives a graphical presentation of the data found in Exhibit 3, which is the actual data printout from the sound level meter. The 5-minute average level ranged from 65-67 decibels (dBA).

Comparing this latest data with that reported in December, 1992, showed essentially the same results. Given the close proximity to the roadway, the seasonal variations (influenced to some extent by atmospheric conditions) are small, thus the impacts realized could be assumed to be fairly constant year round. The other factors and conditions cited in the original report would still apply.

I trust this information will be sufficient for your needs. Please feel free to contact me if you have any questions.

Sincerely,

Kenneth D. Polcak  
Noise Abatement Analysis and Design

KDP/kp

Attachments

cc: Eugene J. Miller, Jr.

My telephone number is \_\_\_\_\_



25

TRAFFIC NOISE LEVEL STUDY  
Diehl Residence - 4010 Mountain Road

E  
l  
i  
z  
a  
b  
e  
t  
h  
  
R  
o  
a  
d

Hedge

4010

Front Door

15'

27'

Microphone Position

Car Parking  
Area

Chainlink Fence

Mountain Road  
(Md.177)

2/10/93

Start 2:00p.m.

5 min. intervals

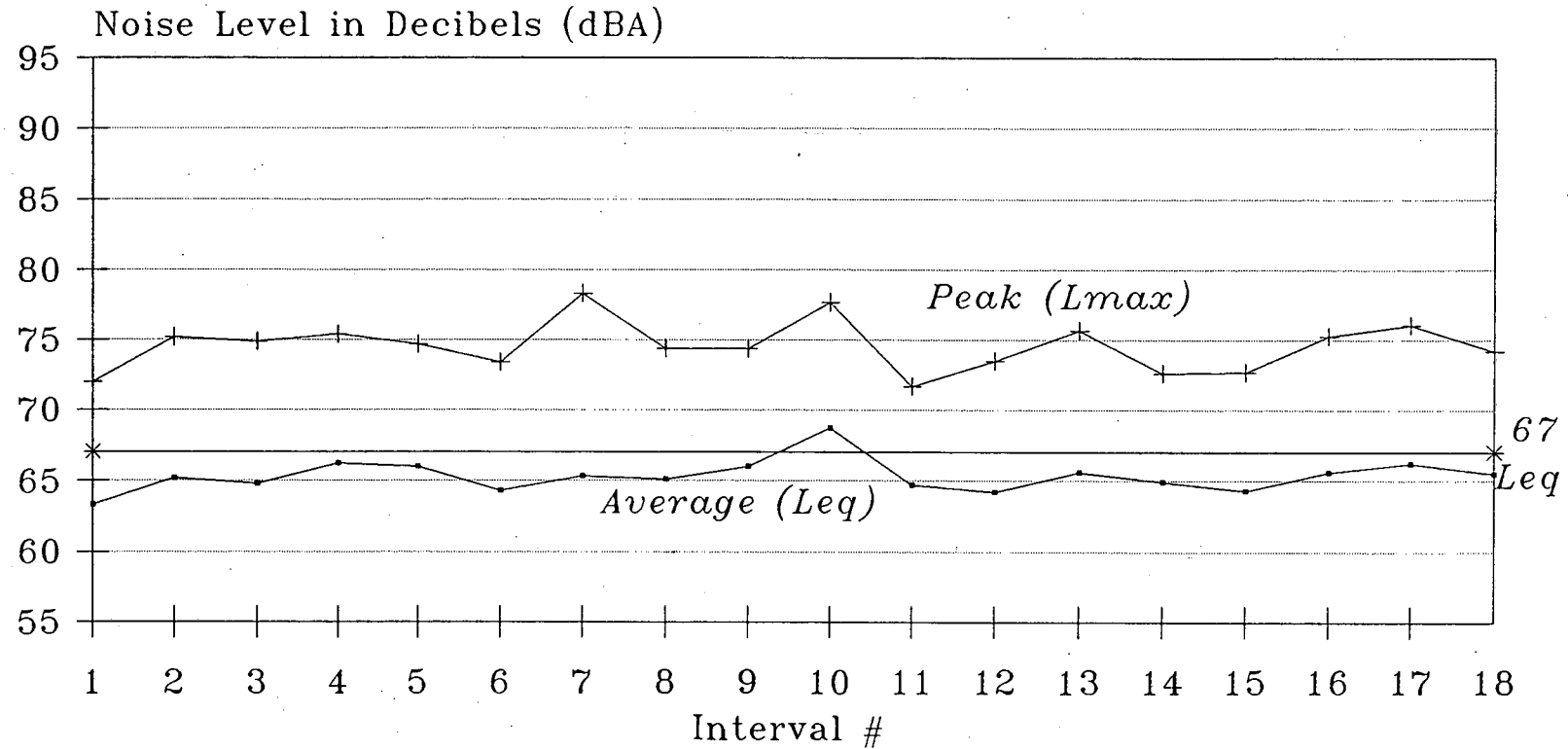
(90 min. of data collected)

EXHIBIT 1

26

# Traffic Noise Level Study

Diehl Residence - 4010 Mountain Road



—•— Average (Leq)    —+— Peak (Lmax)    —\*— Impact Threshold

Measurement Date: 02/10/93  
Interval length : 5 minutes  
Start Time: 2:00 pm

EXHIBIT 2

# EXHIBIT 3

27

DIEHL RESIDENCE  
4010 MOUNTAIN ROAD (MD 177)

METROSONICS db-308 SN 1606 V2.3 3/87

CURRENT DATE: 2/10/88  
CURRENT TIME: 16:42:43

CALIBRATED: 2/10/88 @ 13:57:22

DISPLAY RANGE: 44.1dB TO 140.1dB

DOUBLING RATE: 3 dB

FILTER: A WGT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 4/15/92  
START TIME: 9:10:00  
LENGTH: 23:00:01

## ◆◆ TIME HISTORY REPORT ◆◆

MODE: CONTINUOUS  
PERIOD LENGTH: 0:05:00  
TIME HISTORY CUTOFF: NONE  
Ln(1): 10.4% Ln(2): 90.0%

*Leq (Average)*

*Lmax*

INT#	START	Lav	Lmax	Lpk		
TAG#	TIME	ET	L1	L2		
1	2/10/88	63.3	72.0	<119		
4010	14:00:00	0:05:00	67	50	+	+
2	2/10/88	65.2	75.2	<119		
4010	14:05:00	0:05:00	68	53	+	+
3	2/10/88	64.8	74.9	<119		
4010	14:10:00	0:05:00	68	52	+	+

DIEHL RESIDENCE  
4010 MOUNTAIN ROAD (MD 177)

EXHIBIT 3  
(P9.2) 28

ROSONICS db-308 SN 1606 V2.3 3/87

93  
4 2/10/86 66.2 75.4 <119  
4010 14:15:00 0:05:00 69 57

93  
5 2/10/86 66.0 74.7 <119  
4010 14:20:00 0:05:00 68 57

93  
6 2/10/86 64.3 73.7 <119  
4010 14:25:00 0:05:00 66 55

93  
7 2/10/86 65.3 78.3 <119  
4010 14:30:00 0:05:00 67 58

93  
8 2/10/86 65.1 74.4 <119  
4010 14:35:00 0:05:00 67 55

93  
9 2/10/86 66.0 74.4 <119  
4010 14:40:00 0:05:00 69 56

93  
10 2/10/86 68.7 77.7 <119  
4010 14:45:00 0:05:00 73 57

93  
11 2/10/86 64.7 71.7 <119  
4010 14:50:00 0:05:00 67 57

93  
12 2/10/86 64.2 73.5 <119  
4010 14:55:00 0:05:00 67 53

93  
13 2/10/86 65.6 75.7 <119  
4010 15:00:00 0:05:00 68 57

93  
14 2/10/86 64.9 72.6 <119  
4010 15:05:00 0:05:00 67 56

93  
15 2/10/86 64.3 72.7 <119  
4010 15:10:00 0:05:00 67 54

INT: START Lav Lmax Lpk  
TAG: TIME ET L1 L2

93  
16 2/10/86 65.6 75.3 <119  
4010 15:15:00 0:05:00 68 56

93  
17 2/10/86 66.2 76.1 <119  
4010 15:20:00 0:05:00 69 58

93  
18 2/10/86 65.5 74.2 <119  
4010 15:25:00 0:05:00 68 60

93  
19 2/10/86 66.5 80.1 <119  
4010 15:30:00 PARTIAL 68 58

93  
20 2/10/86 102.0 102.0 <119  
4010 15:32:46 PARTIAL 102 102

End session  
3:30 PM

- final calibration

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

IN REPLY REFER TO G-MDOT



July 12, 1993

Mrs. Gertrude Drafts Donigian  
9711 Singleton Drive  
Bethesda MD 20817

Dear Mrs. Donigian:

I appreciated your recent letter about noise levels at your community near I-495. Thank you very much for sending along your kind wishes for Mrs. Snoops.

As for the noise barrier issue, the retrofit sound barrier program was developed to address noise impacts for communities which were developed prior to the original highway construction. The Wyngate, Rockhurst and Belhaven communities adjacent to I-495 do meet the State's program eligibility criteria.

At this time, however, funding for a sound barrier project in these areas is not available. This includes both federal funds and a 20 percent funding share by Montgomery County. The funds which are used for sound barriers come from the same source used for other highway safety, bridge repair and reconstruction projects, and the present economic situation makes it difficult to obtain funding for sound barriers.

You mentioned in your letter that you understood that sound barriers would be installed at the same time as other road work. The construction of retrofit sound barriers is done independently of other highway improvements, and the construction activity you refer to involves a resurfacing of the beltway and some bridge safety improvements. This work will be finished by the beginning of July.

I certainly understand your desire for a sound barrier. Unfortunately, funds for a project are not available at this time. As I mentioned, this includes both federal and county funds. It is very difficult to say when a project could be funded.

Thank you again for taking the time to share your thoughts with me, and I will share them with Mrs. Snoops. I am sorry I cannot give you a more positive response, but I hope I have been able to clarify the situation for you.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams  
Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller✓

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TDD (301) 333-3098



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 14, 1993

Ms. Natalie Eades  
Chairperson  
I-95 Noise Abatement Committee  
5918 Hunt Club Road  
Elkridge MD 21227

Dear Ms. Eades:

I am writing in response to the recent letter from Mr. Ray Miller concerning the traffic noise at the Elkridge Community adjacent to I-95 in Howard County.

As you are aware, there are a number of criteria that must be met for an area to be considered for noise abatement measures. Previous noise studies performed at the Elkridge Community determined that this area would not meet the requirement for reasonable cost. Our studies indicated that the cost per residence criterion would be over \$100,000 per residence.

While several years have passed since our analysis, it is unlikely that there has been a significant change in the noise environment to reduce the cost factors. In this instance, we do not feel a new analysis is justified.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions or wish to discuss this matter further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

*Elizabeth L. Homer, Deputy*

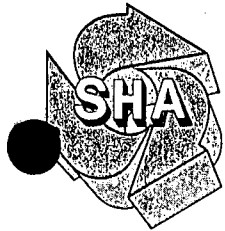
for Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

31

September 10, 1993

Mr. Frank A. Everitt  
117 Dublin Drive  
Lutherville MD 21093

Dear Mr. Everitt:

Thank you for your recent response to the questionnaire regarding the effectiveness of the State Highway Administration in meeting your needs. This is in response to your comments regarding sound barriers.

You will be pleased to know that a project is planned for the section of I-695 between Charles Street and York Road, and will include residences along Dublin Drive. Design studies have just been initiated, and we anticipate construction to commence in the Spring of 1995. This project will be funded through special funding secured for improvements to I-695 with the strong support of Congresswoman Helen Bentley.

The schedule for this project is being driven by several factors. Projects are being funded in priority order. Also, design studies must be coordinated with the planned future upgrading of I-695, so that the noise barriers will not be disturbed by any future construction. In addition, time must be allowed for coordination with the affected communities, which is an important part of the overall process. Public meetings will be coordinated with the local community associations. Lastly, the funding for these noise abatement projects is spread over six years, therefore we have scheduled the projects over the corresponding period.

Again, we thank you for your response to the questionnaire, and hope you find this information as welcome news. If you have any questions, please feel free to contact me, at 333-8063.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: ✓ Dolly A. Allen  
Gene Miller  
Ken Polcak

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

32

September 7, 1993

Mr. and Mrs. L. Frank  
7710 Cindy Lane  
Bethesda MD 20817

Dear Mr. and Mrs. Frank:

Thank you for your recent response to our questionnaire regarding the effectiveness of the State Highway Administration in meeting your needs. This is in response to your comments regarding noise from the Capital Beltway.

Whenever the State Highway Administration proposes to build a new highway or to upgrade or expand an existing highway, environmental impact studies are required. These studies include the assessment of noise impacts and abatement measures to minimize those impacts. Several years ago, such studies were conducted as part of the recently completed expansion of the Capital Beltway from Bradley Boulevard to the Potomac River crossing. Noise levels were measured, and future levels were predicted based on the proposed expansion and future traffic volumes. The results of the studies indicated that noise levels at Cindy Lane were above the noise impact threshold level of 67 decibels (dBA). In those same studies however, an evaluation of abatement measures found that a noise barrier for the homes on Cindy Lane was beyond our guidelines for reasonable cost.

We appreciate the opportunity to clarify the situation as it relates to your neighborhood. I regret that we cannot give you a more positive response to your concerns, but do appreciate the time you took to give us your views.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Ms. Dolly A. Allen  
✓ Mr. Eugene J. Miller, Jr.  
Mr. Kenneth D. Polcak

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

IN REPLY REFER TO PG-MDOT

100158  
33  
WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TDD (301) 333-3098

February 16, 1993

Mr. Gregory G. Gagarin  
9220 Levelle Drive  
Chevy Chase MD 20815-5604

Dear Mr. Gagarin:

Thank you for your recent letter concerning your proposal for noise barriers adjacent to the Park View community.

I recognize that early planning studies recommended noise barriers for this area. Unfortunately, when detailed engineering was undertaken, it became clear the barriers would be cost prohibitive. The barrier would not even be effective because of the topography of the area; the homes sit quite above the beltway.

I also understand that landscape planting proposals have not been adequately addressed. Accordingly, I have asked the State Highway Administration (SHA) to reexamine this issue once more, taking into special account those homeowners who were occupants of their homes when the last project was completed.

This review will require about eight weeks. Meanwhile, if you have further questions, feel free to call Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

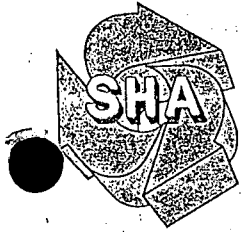
/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff ✓  
Secretary O. James Lighthizer  
Mr. Jeff Stone

MDOT



*Maryland Department of Transportation  
State Highway Administration*

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

34

November 29, 1993

Ms. Marsha Gardner  
10709 Lady Slipper Terrace  
Rockville MD 28052

Dear Ms. Gardner:

I am writing in response to your recent letter to District Engineer, Creston J. Mills, Jr., regarding noise abatement along the I-270 East Spur at your residence.

Earlier this year, in cooperation with the homeowners' association, this office conducted an extensive noise measurement study in the community. It was determined that noise levels in the backyards of the closest residential areas did not exceed 67 decibels (dBA). Sixty-seven decibels is the threshold standard used to determine traffic noise impacts. The reason for the reduced noise levels is the earth berms that were constructed as a part of the Timberlawn development. The berms act as a shield to provide the greatest noise reduction for ground level receptors.

In addition, it is predicted that any future increase in noise levels resulting from the widening of the I-270 East Spur will be minimal (1-2 decibels). This is because the additional lanes are constructed in the median. Based on these facts, the Timberlawn area is not eligible for noise barriers.

I regret that we can not offer a more positive response to your inquiry. If you have any questions concerning this matter or wish to discuss it further, please feel free to contact me.

Sincerely,

Charles B. Adams,

Director

Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

35

February 22, 1993

Mrs. Eleanor F. Gerwig  
20109 York Road  
Parkton MD 21120

Dear Mrs. Gerwig:

Thank you for your recent letter to Mr. Gary B. Ewers, State Highway Administration Resident Maintenance Engineer, concerning the noise impacts at your home adjacent to I-83 in Baltimore County. We can certainly understand your feelings regarding the situation you encounter every day, but let me explain the State's position regarding noise barriers for this area.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of construction of the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier;
- funds must be available; and
- the County must participate in the cost of the project.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

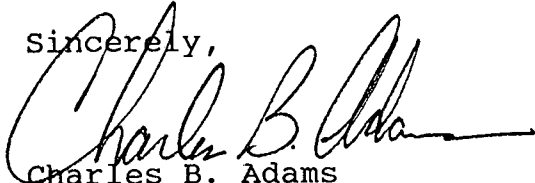
Our records indicate that the houses in your community were build many years after the completion of I-83; thus, making this area ineligible for noise barriers. As a gesture of good-will, we did furnish a landscape planting several years ago in order to provide a visual screen from the traffic. We explained at that time the purpose of the planting was strictly psychological, but hoped it would provide some relief to the community.

My telephone number is \_\_\_\_\_

Page 2  
Mrs. E. Gewig  
February 22, 1993

I regret we are unable to provide a more positive response to your request, but hope you understand our position in this matter. If you have any questions, or wish to discuss this matter further, please do not hesitate to contact me at your convenience. My telephone number is (410) 333-8063.

Sincerely,

A handwritten signature in dark ink, appearing to read "Charles B. Adams". The signature is fluid and cursive, with a long horizontal stroke at the end.

Charles B. Adams  
Director, Office of Environmental Design

cc: Mr. Gary B. Ewers



*Maryland Department of Transportation*  
*State Highway Administration*

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

37

April 27, 1993

Mrs. Marie Gutermuth  
5716 Trumps Mill Road  
Baltimore MD 21206

Dear Mrs. Gutermuth:

I am writing to transmit the results of the noise level studies taken at your residence last Autumn and this Spring. A copy of our report is enclosed for your review.

The assessment indicates there is little change in noise levels due to the loss of leaves from the vegetation between the highway and your residence. This confirms previous studies we have done in other areas of the state where the same results were demonstrated. It is probable that any noise level variations are the result of differing atmospheric conditions. In any event, the noise levels measured at your residence are well below the 67 decibel level, which is considered the noise impact threshold.

If you have any questions or wish to discuss this matter further, please feel free to contact me or Mr. Kenneth D. Polcak, of this office, who prepared the report. Mr. Polcak may be reached at 333-8072.

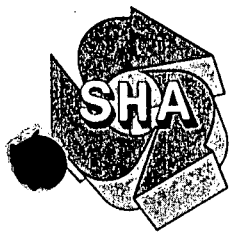
Sincerely,

Eugene J. Miller, Jr.  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams  
Mr. Kenneth D. Polcak

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 38  
Administrator

June 14, 1993

Mr. and Mrs. Michael Hayes  
365 Buck Cash Drive  
Westminster MD 21158

Dear Mr. and Mrs. Hayes:

Thank you for your recent letter concerning traffic noise and safety at your residence adjacent to MD 140 in Carroll County.

For a community to be considered for noise abatement along existing highways, the majority of impacted homes must have been constructed prior to the completion of the highway. An evaluation of the Whispering Meadows community found that this development is fairly new and post-dates MD 140 (Taneytown Pike). Therefore, the area is not eligible for noise abatement consideration.

By copy of this letter, I am asking District Engineer Doug Rose to investigate the need for guardrail in this area. Mr. Rose may be contacted at (310) 694-2145.

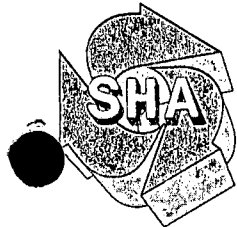
I hope this information adequately responds to your request. If you wish to discuss this matter further, please do not hesitate to contact me at (410) 333-8063.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Douglas R. Rose  
Mr. Gene Miller

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff 39  
Administrator

May 10, 1993

Mr. Patrick Healy  
7552 Pepperell Drive  
Bethesda MD 20817

Dear Mr. Healy:

We have completed the noise measurement study at your residence and have enclosed a graph of the results for your information. In addition, we have performed further measurements throughout the Al Marah community to determine the traffic noise impacts in this area.

We found that none of the measurements currently exceed the 67 decibel impact threshold. The preliminary studies done as part of the environmental process indicated a maximum of four residences would be impacted by future traffic noise.

It was determined that to protect these residences, a noise barrier costing about \$1 million would have to be built. The cost would greatly exceed the \$40,000/per residence limit established by the State Highway Administration Noise Abatement Policy.

I hope this information satisfies your request, but should you have any questions, please feel free to contact me or Gene Miller, of my staff. Gene may be reached at (410) 333-8071.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

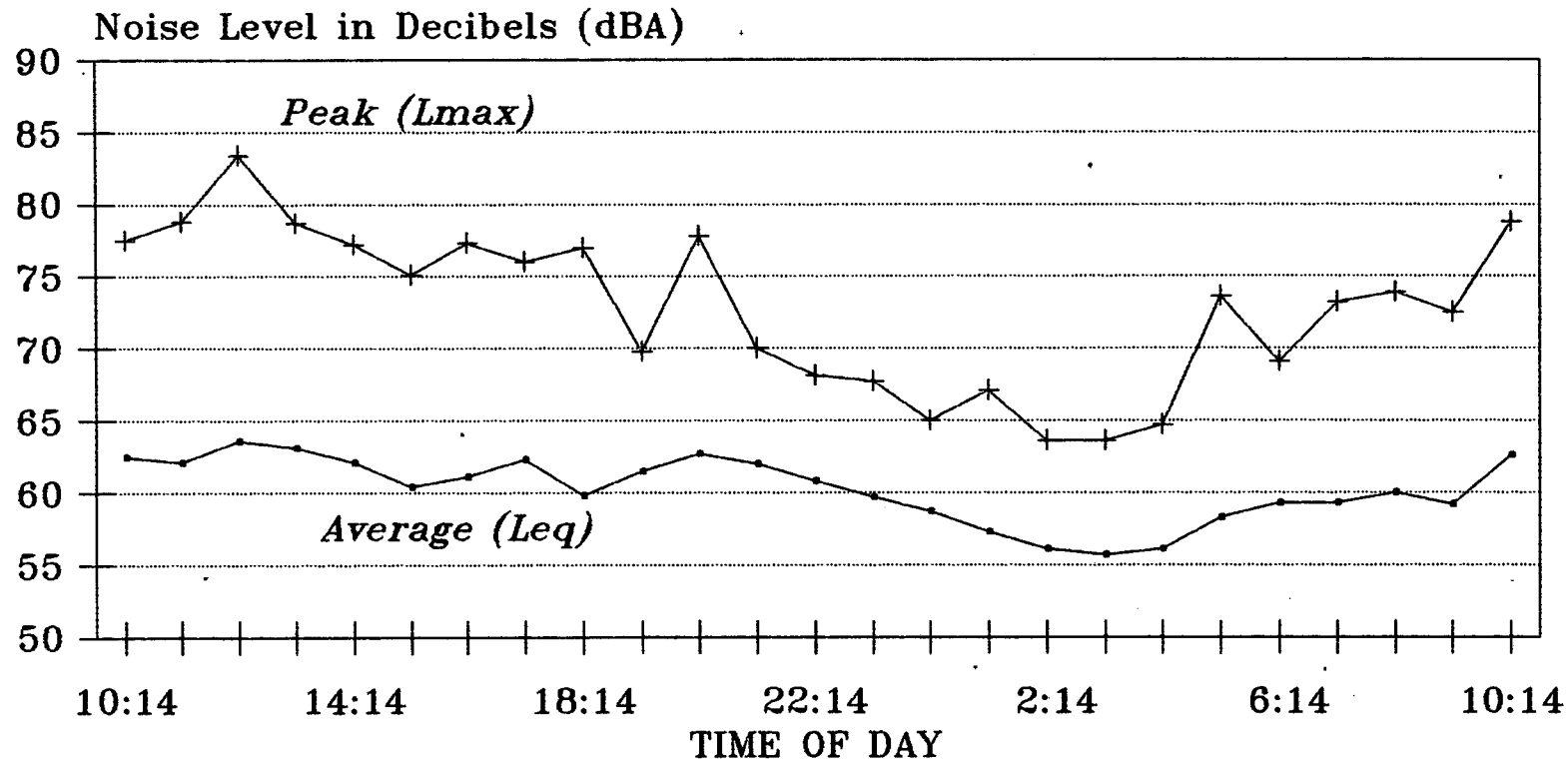
Enclosure

cc: Gene Miller

My telephone number is \_\_\_\_\_

40

## Traffic Noise Level Study I-495 HEALY RESIDENCE



—•— Average (Leq)      —+— Peak (Lmax)

Measurement Date: 03/26-27/93

Interval length :60 MINUTES

Start Time:10:14AM 3/26/93

HEALY1RS





**Maryland Department of Transportation**  
**State Highway Administration**

41  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 21, 1993

Mr. Joseph T. Heaney  
7861 Paddock Way  
Baltimore MD 21244

Dear Mr. Heaney:

Thank you for your recent letter regarding the noise situation at your residence adjacent to I-70 in Baltimore County and your request for landscaping. I would like to clarify our noise policies for you.

The basic philosophy behind the State Highway Administration's (SHA) noise policy is to consider relief measures only for those areas where noise impacts are a result of its construction activities. A community must predate the original construction of the highway in order to qualify for noise abatement consideration. Where a community meets this criterion in addition to the 67 decibel requirement, but other provisions of the policy are not met, then partial mitigation measures are considered. Unfortunately because your community does not meet the basic criterion of predating I-70, we cannot consider partial mitigation.

Thank you again for sharing your concerns with me. I regret we are unable to provide a more positive response to your inquiry, but hope you understand our position in this matter. If you have any questions, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

42

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 17, 1993

Mr. Joseph Heaney  
1210 Haverhill Road  
Baltimore, Maryland 21229

Dear Mr. Heaney:

Enclosed is a copy of the State Highway Administration Noise Policy, as we discussed during your telephone inquiry. Please feel free to contact me at 333-8072 if you have any further questions regarding our Noise Abatement Program.

Sincerely,

Kenneth D. Polcak  
Noise Abatement Design and Analysis

KDP/kp

Enclosure

✓ cc: Mr. Eugene J. Miller, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer,  
Secretary  
Hal Kassoff 43  
Administrator

February 5, 1993

Mr. Thaddeus J. Hense, Esq.  
1201 Wine Spring Lane  
Baltimore MD 21204

Dear Mr. Hense:

Thank you for your recent letters to me and Secretary O. James Lighthizer recommending the use of Leyland cypress plants for noise abatement along Maryland's highways. Secretary Lighthizer has asked me to reply on his behalf, and we appreciate your taking the time to share your comprehensive knowledge of this species.

You will be pleased to know our Landscape Architecture Division has been using Leyland cypress for a number of years as part of its design strategy for beautification and vegetative screening. We agree that this plant possesses many good qualities, and we have used Leyland cypress in our landscaping efforts throughout the State. Some of our plantings are near your home; they have been placed along I-695 between Falls Road and Reisterstown Road.

Acoustic studies have determined that vegetative planting does not substantially reduce physical noise levels. To be effective, noise barriers must be solid and sufficiently dense enough to reflect or absorb the high noise energy levels. It would require a planting depth of about 100 feet to adequately mitigate the high levels of noise generated by traffic on I-695.

Unfortunately, there is usually insufficient right-of-way to accommodate the number of plants needed to be effective, and the terrain and growing conditions would not allow this strategy to succeed. There certainly is a psychological benefit when the source of noise is not visible, but there is generally little measurable reduction in noise levels.

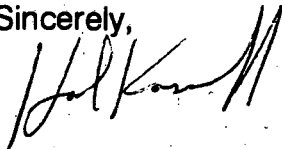
My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

44  
Mr. Thaddeus J. Hense, Esq.  
February 5, 1993  
Page Two

Again, thank you for your thoughtful and informative letter. If you would like to further discuss our landscaping efforts, please do not hesitate to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Secretary O. James Lighthizer

P.S. Do feel free to call  
Charlie. Perhaps  
there's room to plant  
a few of these trees  
at a particular location  
to see if perception is  
improved.

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO OP-MDOT

June 25, 1993

Mr. and Mrs. Ricardo C. Herring  
4018 Caribon Street  
Mitchellville MD 20721

45  
WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TDD (301) 333-3098

Dear Mr. and Mrs. Herring:

I am writing in response to your letter to me about sound barriers for the Willow Grove community. Thank you for bringing your concerns to my attention.

The issue which you and others in your community have raised focuses on the process by which sound barriers are approved. Please let me explain the process for these decisions. Your reference to the existence of homes prior to the construction of the highway is correct.

Under the State's noise abatement program, sound barriers may be installed simultaneously with a highway capacity project that causes a significant noise problem on existing homes (and where other criteria such as cost, feasibility, effectiveness and acceptability are met). This is the case with US 50. For such projects, we analyze the need for sound barriers for those communities which exist at the time highway improvements are planned. The homes in Willow Grove did not exist when expansion of US 50 was approved in 1982.

The construction of homes in the Heritage Harbour and North River Forest areas had already begun when the highway improvements were approved. This is the key distinction between the two situations. Since development plans often change, or in some cases are abandoned, it would not be prudent to consider sound barriers for homes which were not built.

I do understand that there are some homes dating to the 1950's. These were analyzed when planning studies were done. Because of the distance between these homes and US 50, the required noise threshold was not exceeded.

As you have requested, I am enclosing a copy of a noise policy developed by the State Highway Administration (SHA). This policy is not within COMAR. The policy was developed in 1987 by the SHA, and approved by Mr. William K. Hellmann, who was Secretary of Transportation at the time.

Mr. and Mrs. Ricardo C. Herring  
June 25, 1993  
Page Two

46

Also, an environmental impact statement for US 50 was prepared and is available for review at SHA's Project Planning Division, 707 North Calvert Street, Baltimore MD 21202. You may contact Mr. Louis H. Ege, Jr., the Deputy Director, at (410) 333-1130, to arrange a review of this document.

I hope I have been able to clarify the situation for you. If you have any additional questions, please do not hesitate to contact Mr. Charles B. Adams at (410) 333-8063.

Sincerely,

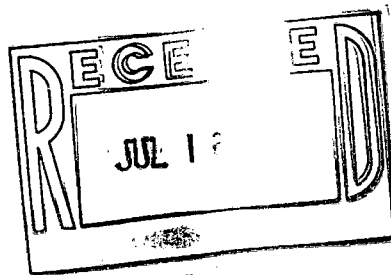
/S/

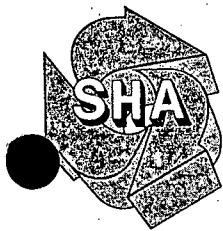
Governor

Enclosure

cc: Mr. Charles B. Adams  
Mr. Louis H. Ege, Jr.

bcc: Mr. Dale Hilliard  
Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller ✓  
Mr. Douglas Silber





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 47  
Administrator

August 12, 1993

Mr. James Ingram  
Design Recycle  
1103 Brookdale Lane  
Upper Marlboro MD 20772

Dear Mr. Ingram:

You have expressed an interest in having the State Highway Administration evaluate and approve your noise barrier panels for use on future state projects.

The test area for the visual evaluation of noise barriers has now been completed and is located at the Office of Traffic near the Baltimore-Washington International Airport.

To make arrangements to erect and display your product, please contact Mr. Paul Stout, of the Office of Traffic, at (410) 787-7637.

If you have any questions concerning our approval procedure, please do not hesitate to contact me at (410) 333-8071.

Thank you for your interest in our noise abatement program.

Sincerely,

Eugene J. Miller, Jr.  
Special Assistant to the Director  
Office of Environmental Design

cc: Mr. Charles B. Adams  
Mr. Paul Stout

**RANDY BROWN**

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

*Gene Fy1*

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

*48*

PLEASE REPLY TO:  
OFFICE OF DISTRICT ENGINEER  
P.O. BOX 3347  
LA VALE, MARYLAND 21504-3347

February 11, 1993

Ms. Sharon Ennis Kazary  
The Inn at Walnut Bottom  
120 Greene Street  
Cumberland, MD 21502

Dear Ms. Kazary:

I am writing in response to your recent letter requesting a noise barrier along I-68 in Cumberland to reduce noise levels.

Construction of noise barriers along existing highways falls under the State Highway Administration's (SHA) Type II or retrofit noise program. SHA has, as you are aware, built a number such noise barriers in the past, primarily in the Baltimore/Washington metropolitan areas.

Because of a significant reduction in the funding for all highway construction projects, we have had to reassess the options for the future of our Type II program. Although a study could be performed to determine the need and feasibility of a noise barrier, I do not feel such a study is appropriate until a final decision is reached on continuing this program. Additionally, your establishment is a commercial enterprise and to date our program has not provided abatement for commercial activities.

We will keep your letter on file and will revisit your request once a decision on the Type II program's future has been made.

Please do not hesitate to call me at the number below if you have any questions or wish to discuss this matter further.

Sincerely,

*T. W. Beaulieu*  
T. W. Beaulieu  
District Engineer

TWB:MCG:bl

cc: Mr. Hal Kassoff  
Mr. Charles Adams  
Mr. Fred Crozier

(301) 777-2145

My telephone number is \_\_\_\_\_



STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

March 18, 1993

Ms. Jamie Mangan King  
432 South Grant Street  
Hinsdale IL 60521-4055

Dear Ms. King:

Your letter to Senator Carol Mosely Braun of Illinois concerning the noise situation at your residence in Maryland adjacent to I-495, was forwarded to me by Senator Barbara A. Mikulski of Maryland.

I understand your concern about a noise barrier for the Park View community. Criteria has been established to address the need for noise barriers in a consistent and reasonable manner. The analysis performed during the planning and design phases for the widening of the Capital Beltway determined that Park View did not qualify.

Additional noise measurements have recently been taken by an independent acoustic engineer to resolve the discrepancy between SHA readings and those taken by Mr. Gregory Gagarin, your Maryland neighbor. Various noise barrier options were studied, but each one exceeded our limit of \$40,000 per residence. SHA has agreed to meet next month with the community representatives to discuss the current situation.

The State's noise policy is currently being reevaluated to determine if there are other alternative approaches to deal with this issue more fairly. The outcome of this should be concluded in the next several months. In the meantime, if you have any questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: The Honorable Carol Mosely Braun  
Mr. Hal Kassoff ✓  
Secretary O. James Lighthizer  
The Honorable Barbara A. Mikulski  
Mr. Gene Miller  
Mr. Jeff Stone

WILLIAM DONALD SCHAEFER  
GOVERNOR

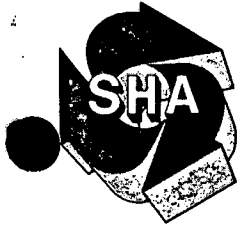
ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TDD (301) 333-3099

Gene: FYI



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 60

August 16, 1993

Mr. Brian J. Kiser  
19325 Saint Johnsbury Lane  
Germantown MD 20876

Dear Mr. Kiser:

Thank you for the recent letter concerning the MD 355 project planning study. As part of the planning process, a noise analysis was prepared. A summary of this analysis was included in the Environmental Assessment/Section 4(f) Evaluation. The assessment is available for your review at the local Gaithersburg library.

Noise impacts are based on the relationship of the projected noise levels to federal noise abatement criteria and to ambient noise levels. These impacts occur when noise abatement criteria are equaled or exceeded and when the noise levels are shown to exceed a no-build situation by five or more decibels (dBA). The federal noise abatement criteria for residential areas is 67 dBA. Noise abatement measures or mitigation will be evaluated when a noise impact is identified.

Factors considered when determining if mitigation is reasonable: 1) whether a feasible method is available to reduce the noise; 2) whether the noise mitigation is cost effective for those receptors that are impacted and 3) whether the mitigation is acceptable to impacted property owners. The State Highway Administration (SHA) considers \$40,000 per home protected a reasonable cost.

The noise receptor selected for the vicinity of your residence revealed the following noise level data:

Ambient	64 dBA
2015 No-Build	65 dBA
2015 Build Alternative 2	68 dBA
2015 Build Alternative 3	68 dBA

My telephone number is \_\_\_\_\_

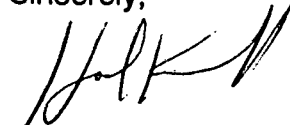
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

51  
Mr. Brian J. Kiser  
August 16, 1993  
Page Two

Based upon our analysis, noise levels will exceed the impacted threshold by one decibel in the design year, but the difference between the Build/No-Build will be less than five decibels. Therefore, a noise barrier is not considered to be warranted. We will, however, investigate screening for this area to provide a buffer between the roadway and the community.

Again, thank you for sharing the community's concerns with me. If you have any further questions or comments, please feel free to contact the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-3439.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. George Walton

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO OP-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 838-2215

TDD (301) 333-3098

June 25, 1993

Ms. Julia A. Leaman  
4032 Caribon Street  
Mitchellville MD 20721

Dear Ms. Leaman:

Thank you for your recent letters to Secretary Lighthizer and me regarding a sound barrier for the Willow Grove community. I would like to address your concerns in the order in which you raised them.

There is a distinct difference between the Willow Grove community and the two communities in the Annapolis area. At the time improvements were planned for US 50 in Annapolis, the Heritage Harbour/North River Forest communities were under construction. This is not the case with Willow Grove. Noise analyses prepared for highway improvements consider developments which are completed or under construction when highway improvements are planned and approved.

Under the State's noise abatement program, sound barriers may be installed simultaneously with a highway capacity project that causes a significant noise problem on existing homes (and where other criteria such as cost, feasibility, effectiveness and acceptability are met). This is the case with US 50. For such projects, we analyze the need for sound barriers for those communities which exist at the time highway improvements are planned. The homes in Willow Grove did not exist when expansion of US 50 was approved in 1982.

The construction of homes in the Heritage Harbour and North River Forest areas had already begun when the highway improvements were approved. This is the key distinction between the two situations. Since development plans often change, or in some cases are abandoned, it would not be prudent to consider sound barriers for homes which were not built.

I do understand that there are some homes dating to the 1950's. These were analyzed when planning studies were done. Because of the distance between these homes and US 50, the required noise threshold was not exceeded.

Ms. Julia A. Leaman

June 25, 1993

Page Two

53

Again, I understand your frustration and concern. It is necessary for us to set criteria for the approval of sound barriers; quite frankly, there are many more requests than we have the ability to fund. I hope this letter has helped clarify things for you, and if you have any additional questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

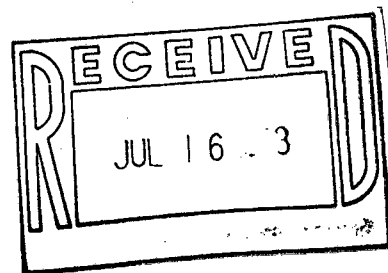
Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams  
Secretary O. James Lighthizer

bcc: Mr. Dale Hilliard  
Mr. Hal Kassoff  
Mr. Gene Miller ✓  
Mr. Ken Polcak





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator 54

May 11, 1993

Ms. Julia A. Leaman  
4032 Caribon Street  
Mitchellville MD 20721

Dear Ms. Leaman:

Thank you for your recent letter requesting information on the locations of sound walls in Maryland.

A list of the areas where sound walls have been constructed is enclosed for your information. The areas listed as Type I are where barriers were constructed as a part of new highway construction or expansion. The Type II areas represent those barriers constructed as retrofit projects on existing highways.

You also requested information on a landscaping needs list. The State Highway Administration does not maintain a formal needs inventory for landscaping. However, there are a number of areas where major highway construction has been completed and where functional landscaping (i.e., screening) needs have been identified.

These include I-495, I-270 and I-370 in Montgomery County, I-97 in Anne Arundel County, and US 50 in Anne Arundel and Prince George's counties. We have begun to address these needs as funds are available. Unfortunately, I cannot let you know exactly when the section of US 50 adjacent to your community will be landscaped. We are now looking at our funding situation for next year, and we will certainly consider your comments.

Thank you again for your request. If you have any additional questions, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

  
Hal Kassoff  
Administrator

Enclosure

cc: Mr. Charles Adams

My telephone number is \_\_\_\_\_

63

STATE HIGHWAY ADMINISTRATION  
NOISE BARRIER LOCATION BY COUNTY (POTENTIAL)  
April, 1993

ROUTE	LOCATION	COUNTY	PROGRAM
I-595	W OF I-97 - HERITAGE/NORTH RIV	AA	TYPE I
I-97	MD 174 - GLEN BURNIE (BATCS C)	AA	TYPE I
I-97	MD 176 - GLEN BURNIE (BATCS B)	AA	TYPE I
I-695	YORK RD TO DULANEY VALLEY RD	B	TYPE II
I-695	US 40 TO I-70	B	TYPE II
I-695	WILKENS AVE - ARBUTUS	B	TYPE II
I-695	LOCH RAVEN TO PERRING PKWY	B	TYPE II
I-695	CHARLES ST TO YORK RD - TOWSON	B	TYPE II
I-695/83	LUTHERVILLE	B	TYPE II
I-95	N OF BALT CITY LINE - ROSEDALE	B	TYPE II
I-95	MD 166 - ARBUTUS	B	TYPE II
I-70	ST JOHNS LANE - MILLBROOK	HO	TYPE II
I-495	OLD GEORGETOWN ROAD	M	TYPE II
I-495	GEORGIA AVE - WOODSIDE FOREST	M	TYPE II
I-495	INDIAN SPRINGS	M	TYPE II
MD 28	MD 124 - STONEBRIDGE	M	TYPE I
I-95	CALVERTON	PG	TYPE II
I-95	WEST LAUREL	PG	TYPE II
I-95/495	B/W PKWY TO GOODLUCK RD	PG	TYPE II
I-95/495	LIVINGSTON RD - OXON HILL	PG	TYPE II
I-95/495	MD 704 TO MD 202 - GLENARDEN	PG	TYPE II
US 50	MD 202 - LANDOVER HILLS	PG	TYPE II

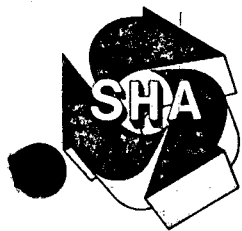
file: potential

STATE HIGHWAY ADMINISTRATION  
NOISE BARRIER LOCATION BY COUNTY (COMPLETED/UNDER CONSTRUCTION)  
April, 1993

ROUTE	LOCATION	COUNTY	PROGRAM
I-695	B/W PARKWAY	AA	TYPE II
I-695	BATCS A	AA	TYPE I
MD 10	MARLEY CREEK - MD 100	AA	TYPE I
MD 10	MD 648 - MARLEY CREEK	AA	TYPE I
MD 665	MD 2 - BYWATER RD	AA	TYPE I
I-595	W OF I-97 - GREENWOOD ACRES	AA	TYPE I
I-695	FREDERICK RD	B	TYPE II
I-695	PROVIDENCE RD	B	TYPE II
I-695	MILLFORD MILL - LIBERTY	B	TYPE II
I-695	PERRING PKWY	B	TYPE II
I-695	LIBERTY RD - WINDSOR MILL	B	TYPE II
I-695	EDMONDSON AVE	B	TYPE II
I-795	OWINGS MILL - REISTERSTOWN	B	TYPE I
I-795	I-695 - OWINGS MILL BLVD	B	TYPE I
I-83	TIMONIUM RD	B	TYPE II
MD 695	DUNDALK AVE	B	TYPE I
MD 702	OLD EASTERN AVENUE	B	TYPE I
I-95	MONTGOMERY RD	HO	TYPE II
I-270	I-270 SPUR - MONTROSE RD	M	TYPE I
I-270	MD 28 - MONTROSE RD	M	TYPE I
I-270	SENECA CREEK - MIDDLEBROOK	M	TYPE I
I-270	MD 28 - SHADY GROVE RD	M	TYPE I
I-270	MD 189 INTERCHANGE	M	TYPE I
I-370	MD 355 - OAKMONT RD	M	TYPE I
I-370	I-270 - MD 355	M	TYPE I
I-495	GEORGIA AVE - SEMINARY	M	TYPE II
I-495	W OF GEORGIA AVE	M	TYPE II
I-495	MD 193 - MD 650	M	TYPE II
I-495	MD 97 - I-270	M	TYPE I
I-495	US 29 - DALLAS AVE	M	TYPE II
I-495	MD 190 - CARDEROCK	M	TYPE I
I-495	MD 650 - RIGGS RD	PG	TYPE II
I-595	LOTTSFORD VISTA - BOWIE (2)	PG	TYPE I
I-595	I-95 - LOTTSFORD VISTA RD	PG	TYPE I
I-595	LOTTSFORD VISTA - BOWIE (1)	PG	TYPE I
I-95/495	MD 450 - GOODLUCK RD	PG	TYPE II
I-95/495	US 1 - B&O RAILROAD	PG	TYPE II
I-95/495	MD 5	PG	TYPE II
MD 197	CONTEE RD - MONTEPELIER DR	PG	TYPE I
MD 410	US 50 - MD 450	PG	TYPE I

file: location





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff 67  
Administrator

June 11, 1993

Ms. Julia A. Leaman  
Mr. Jeffrey R. Leaman  
4032 Caribon Street  
Mitchellville MD 20721

Dear Mr. and Mrs. Leaman:

Thank you for your recent letter regarding information on community sound barrier projects. The information appearing on the accompanying list is the best we can provide you from our projects database. Unfortunately, we do not have the barrier locations currently defined by milepost.

I hope this information is helpful. Please feel free to contact Charlie Adams, Director of our Office of Environmental Design, if you have any further questions. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

Enclosure

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



# Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

April 19, 1993

Mr. and Mrs. Jeffrey R. Leaman  
4032 Caribon Street  
Mitchellville MD 20721

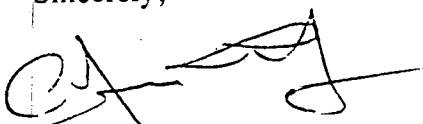
Dear Mr. and Mrs. Leaman:

I am writing in response to your recent letter to Governor William Donald Schaefer concerning a sound barrier for the Willow Grove community. Governor Schaefer has asked me to thank you for your letter and reply on his behalf.

The reason the Willow Grove area does not qualify for a sound barrier is because the community was developed after plans for the expansion of US 50 were approved. The difference between your community and the Heritage Harbour and North River Forest areas is that those two communities were addressed in the Environmental Impact Statement prepared by the State Highway Administration and we were committed to their construction. While not totally constructed, those developments were known at the time the planning for the expansion of US 50 was performed. The Willow Grove area was developed after the approval of US 50 improvements and is not eligible for noise abatement.

I regret we are unable to provide a positive response to your request.

Sincerely,

  
O. James Lighthizer  
Secretary

cc: The Honorable William Donald Schaefer

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755





*Maryland Department of Transportation*  
*State Highway Administration*

O. James Lighthizer  
 Secretary  
 Hal Kassoff 59  
 Administrator

April 7, 1993

Mr. Bryan Lee  
 7910 Cypress Grove Lane  
 Bethesda MD 20818

Dear Mr. Lee:

Thank you for your recent letter to County Executive Neal Potter concerning the traffic noise situation at your residence adjacent to I-495 in Montgomery County. I am responding to your inquiry since the State Highway Administration (SHA) is responsible for this highway and oversees Maryland's Noise Abatement Program.

There are many more requests for noise abatement than we have the resources to address. To utilize these limited resources in the fairest manner possible, we feel it is necessary to restrict noise abatement to those areas where State construction activities cause significant impacts to existing communities. The criteria which must be met for approval of noise abatement for new highway construction includes a significant increase (five decibels or greater) over no-build noise levels. Because the improvements to I-495 were constructed in the median, the maximum increase in noise levels will be one to two decibels.

In addition, we investigated the cost of a noise barrier for the entire area between Seven Locks Road and Persimmon Tree Road. It was determined the cost per residence would far exceed \$40,000 per residence, which is the maximum allowable under SHA's policy. To be specific, the cost of a barrier would be about \$3.5 million, which equates to a cost per residence of over \$140,000.

In summary, the Cypress Grove Lane community fails to meet the reasonable cost criterion, and the noise level increase resulting from the highway improvements will be minor. Therefore, this area is ineligible for noise barriers under our policy.

I regret we are unable to provide a more positive response to your inquiry, but hope you understand our position in this matter. If you have further questions, please do not hesitate to contact me.

Sincerely,

Charles B. Adams  
 Director  
 Office of Environmental Design

cc: Mr. Ronald C. Welke  
 Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

*noise*

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

*60*

March 31, 1993

Mr. Harvey A. Levine  
10904 Earls Gate Lane  
Rockville MD 20852

Dear Mr. Levine:

Thank you for your recent letter concerning the noise situation at your residence on Earls Gate Lane adjacent to the I-270 East Spur in Montgomery County.

The feasibility and reasonability of providing noise abatement as part of the proposed I-270 East Spur widening was studied extensively during the environmental assessment phase of the project. Because the widening will occur in the median for this project, the increase in noise levels as a result of the lane additions will be only 1-2 decibels. This level of change cannot be perceived by the human ear, and is therefore not considered to be a significant change.

Thank you again for sharing your concerns with me, and I regret we are unable to provide a more positive response to your inquiry. If you have further questions, please do not hesitate to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_



## Maryland Department of Transportation

The Secretary's Office

April 27, 1993

Mr. and Mrs. Roger J. Lewis  
4011 Caribon Street  
Mitchellville MD 20716

Dear Mr. and Mrs. Lewis:

Governor Schaefer has read your recent letter concerning noise barriers for the community of Willow Grove, and is very concerned. He asked me to see if there was something we can do to help. I can understand your feelings about the decision to construct noise barriers at locations where you feel circumstances are similar to yours. I would like to take a moment and explain the rationale behind this decision.

The Willow Grove area does not qualify for a noise barrier because the community was developed after plans for the expansion of US 50 were approved. The difference between your community and the communities of Heritage Harbour and North River Forest is that those two community's barriers were addressed and committed to in the Environmental Impact Statement prepared by the State Highway Administration (SHA). The development plans for these communities were known at the time the planning for the expansion of US 50 was performed. Since Willow Grove was developed after approval of the US 50 improvements, it is not eligible for noise abatement.

I know this may seem harsh and unfair, but our emphasis on noise abatement must be on those communities existing before highway construction is approved. In the case of your area, the expansion of US 50 was known and approved prior to the development of your community.

I regret we cannot offer a positive response to your request, but I hope this clarifies the situation. If you have additional questions, or wish to discuss this matter further, please feel free to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

O. James Lighthizer  
Secretary

cc: Mr. Charles B. Adams  
The Honorable William Donald Schaefer

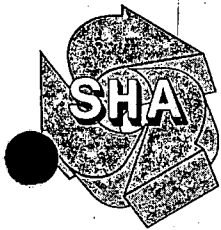
My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Noise 61

William Donald Schaefer  
Governor  
O. James Lighthizer  
Secretary  
Stephen G. Zentz  
Deputy Secretary



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

62

August 12, 1993

Mr. Ralph F. Lundregan  
Carsonite International  
7307 Countryside Drive  
Middletown MD 21769

Dear Mr. Lundregan:

You have expressed an interest in having the State Highway Administration evaluate and approve your noise barrier panels for use on future state projects.

The test area for the visual evaluation of noise barriers has now been completed and is located at the Office of Traffic near the Baltimore-Washington International Airport.

To make arrangements to erect and display your product, please contact Mr. Paul Stout, of the Office of Traffic, at (410) 787-7637.

If you have any questions concerning our approval procedure, please do not hesitate to contact me at (410) 333-8071.

Thank you for your interest in our noise abatement program.

Sincerely,

Eugene J. Miller, Jr.  
Special Assistant to the Director  
Office of Environmental Design

cc: Mr. Charles B. Adams  
Mr. Paul Stout

**RANDY BROWN**

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

63

February 1, 1993

Mr. and Mrs. Donald Lyttle  
1680 Winchester Road  
Annapolis MD 21401

Dear Mr. and Mrs. Lyttle:

I am writing to follow up my recent telephone conversation with you regarding the noise situation at your residence adjacent to US 50 in Anne Arundel County.

There are two elements included in the State Highway Administration's (SHA) Noise Abatement Program. Type I is when noise abatement measures are considered under the environmental studies for a new highway or improvements to an existing highway. Type II is when noise abatement measures are considered for an existing area where no highway improvements are effected. This latter element is strictly voluntary; there are no Federal or State mandates requiring Type II mitigation.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded highway location approval (Type I); or
- a majority of the impacted residences must have preceded the original highway construction (Type II);
- a five decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement (Type I);
- construction of effective noise mitigation measures must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;

My telephone number is \_\_\_\_\_

64

Mr. and Mrs. Donald Lyttle  
February 1, 1993  
Page Two

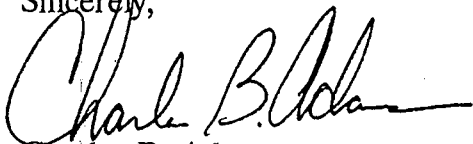
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise abatement should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

The homes along Winchester Road were evaluated as part of the Baltimore Annapolis Transportation Corridor Study under the Type I element of the noise program. In addition, several subsequent noise analyses were performed. It was determined that 15 homes on Winchester Road are impacted; that is, they meet or exceed the 67 decibel noise level. However, the cost to construct a noise barrier in this area was estimated to be about \$1 million, which equates to a cost per residence of \$70,000. This far exceeds our limit for reasonable cost; therefore, this area does not qualify for noise barriers under SHA's policy.

I regret we are unable to provide a more positive response to your situation, but hope you understand our position in this matter. If you have further questions, please do not hesitate to contact me at your convenience.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: Gene Miller





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

December 14, 1993

Mr. and Mrs. Arthur Macke  
7431 Arrowwood Road  
Potomac MD 20817

Dear Mr. and Mrs. Macke:

I am writing to follow up on your recent meeting with Charlie Adams, Director of our Office of Environmental Design, about the noise barrier adjacent to your community.

Based upon the post-construction noise measurement surveys, we have found that the barrier is not providing the minimum noise reduction for which it was designed. We will design a modification to increase the height through the low spot behind your home.

I have asked Charlie to keep in touch with you about the schedule for design and construction. I know that you are very concerned about this, and we appreciate your patience.

If you have any questions, please do not hesitate to call Charlie at (410) 333-8063.

Sincerely,

*Elizabeth L. Honer, Deputy / for*

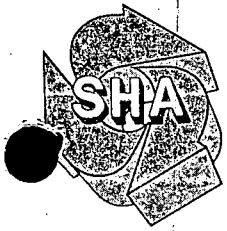
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff *660*  
Administrator

November 19, 1993

Ms. Jean Manning  
5405 Sweet Air Road  
Baldwin MD 21013

Dear Ms. Manning:

I am writing in regard to the proposed noise abatement project for I-695 in the vicinity of Thornton Road.

In a recent telephone conversation with you, I indicated that a community meeting concerning this project might be held about this time. Now that engineering design has advanced, it appears this meeting will not take place until mid-February, 1994.

We will notify you of the date for this meeting when it is scheduled. In the meantime, if you have any questions, please feel free to contact me.

Sincerely,

*Eugene J. Miller, Jr.*  
Eugene J. Miller, Jr.  
Special Assistant to the Director  
Office of Environmental Design

(410) 333-8071

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff 61  
Administrator

October 8, 1993

Mr. Charles E. Mathias  
601-A Maryland Avenue  
Catonsville MD 21228

Dear Mr. Mathias:

I am writing in response to your letter to Baltimore County Executive Roger B. Hayden. County Executive Hayden forwarded your letter to me and asked me to respond to your concerns regarding noise barriers and the Baltimore Beltway (I-695).

The area in which you reside has been evaluated as part of the overall environmental impact studies for future Beltway expansion. The analysis showed that noise levels will exceed the impact threshold, which is one prerequisite for consideration of noise barriers. However at this time, a final decision regarding sound barrier construction has not yet been reached. Additional studies must be performed during the design phase of the Beltway expansion project to assess, in greater detail, the noise impacts, abatement needs and the associated cost.

There is no schedule for when this particular section of the Beltway might be expanded. This will depend greatly on priority and available funding. If you have any questions, or wish to discuss this matter further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
The Honorable Roger B. Hayden

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

68

March 25, 1993

Mr. and Mrs. Navin Mehta  
15021 Whitegate Road  
Silver Spring MD 20905

Dear Mr. and Mrs. Mehta:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

BA

PLEASE REPLY TO:  
OFFICE OF DISTRICT ENGINEER  
2323 WEST JOPPA ROAD  
BROOKLANDVILLE, MARYLAND 21022

August 12, 1993

Ms. Ann Mettee  
7060 Macbeth Way  
Eldersberg, MD 21784

Dear Ms. Mettee:

Thank you for your recent letter regarding greenery and vines growing on some of our noise barriers.

The purpose of planting greenery by the barriers is one of aesthetics. We have been concerned about the starkness of the barriers and the use of plantings is one way to soften the look of concrete and make it more visually pleasing. They are also desirable from an environmental point of view.

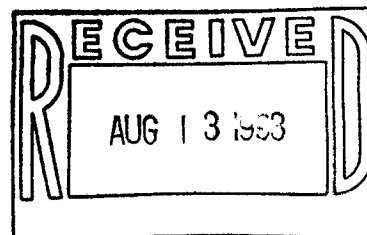
You are correct in noting that vines, particularly ivy, can be destructive to certain types of building materials. However, these are mostly masonry and brick/mortar types of construction. The barriers are large, pre-cast, steel re-enforced concrete panels and do not contain mortar or other materials that allow vines to penetrate them. As a result, the vines and other plantings do not harm the barriers.

We appreciate your interest in both the integrity of the sound barriers and the desire to see state funds used prudently. We hope this information adequately responds to your concerns. If you have any other questions about the construction of our noise barriers, please feel free to contact Mr. Eugene Miller, of our Office of Environmental Design. He may be reached at 333-8071.

Sincerely,

*Chris DeLoe For*  
Charles R. Harrison  
Metropolitan District Engineer

CRH:LIS:ko  
cc: Eugene Miller (w/incoming)✓



My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff 70  
Administrator

PLEASE REPLY TO:  
OFFICE OF DISTRICT ENGINEER  
2323 WEST JOPPA ROAD  
BROOKLANDVILLE, MARYLAND 21022

March 5, 1993

Mrs. George McGarrigle  
5605 Oregon Avenue  
Baltimore Maryland 21227

Dear Mrs. McGarrigle:

Thank you for your recent letter about highway noise by your home on Oregon Avenue and I-95.

This particular area had been identified as meeting the noise level criteria and other requirements for sound barriers. However, in all candor, the issue is one of funding.

In addition to the tight state funding outlook, our noise barrier retrofit program requires that if a noise barrier is to advance to construction, there must be county participation in its funding. While I cannot speak for the county, I can tell you that the funding outlook for the program is not very positive. It would be unfair to even venture when or if this barrier will ultimately be built.

I regret we cannot give you a more positive response. However, if you would like more information about the noise barrier program or if you would like to check periodically if there is any movement, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. He may be reached at 333-8063.

Sincerely,

Charles R. Harrison  
Metropolitan District Engineer

CRH:LIS:ko

cc: Mr. Charles B. Adams  
Mr. Gene Miller ✓  
Mrs. Linda Singer

My telephone number is \_\_\_\_\_

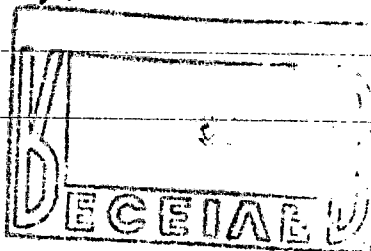
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

5605 Oregon Avenue  
Spokane, WA 99223  
February 10, 1993 71

Dear Mr. Harrison,

I reside on Oregon Ave. in Odatus  
next to the 1-95 overpass. I really hope  
you can help me with my problem. The  
noise and the vibrational shakes this  
house so badly my dishes fly out of  
the dining room hutch. You can't  
hear me another speaking without raising  
your voice to a yell. We rent the upstairs  
out, but we have already lost two families  
because of the unbearable noise. My walls  
are cracking and dishes rattle constantly.  
There is never a time during a twenty-four  
hour period that it isn't wall to wall  
traffic, the noise is unbearable. We would  
relocate, but my husband recently had  
a stroke and we are not financially  
to move.

Anything you could do for us would  
be greatly appreciated. Thank you.



Sincerely,  
Mrs. George H. Hargrave



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff *JK*  
Administrator

March 23, 1993

Ms. Dorothy Michael  
2708 Lackawanna Street  
Adelphi MD 20783

Dear Ms. Michael:

Thank you for your recent letter regarding the noise situation at your residence adjacent to the Capital Beltway and I-95 in Prince George's County. I certainly understand your feelings about the policy which limits noise abatement to those communities which pre-date the highway, but let me explain our rationale for this decision.

Our policy for noise abatement on existing highways was developed to address those situations where highway construction impacted established communities. Individuals who purchased homes next to highways do so with the knowledge of the highway's existence. It is for this reason that we focused our retrofit noise abatement efforts on those homeowners who had no choice.

The noise abatement project west of your community met all of the noise abatement criteria. The White Oak Manor community was never included as part of this project since it failed to meet the date criterion of the policy.

I regret we are unable to provide a more positive response to your inquiry, but I hope you understand our position in this matter. If you wish to discuss our policy further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

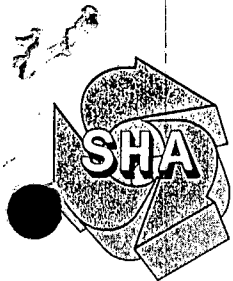
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

*P.S. You'll probably disagree with this example -- but, suppose you moved next to a 100 bed hospital 20 years ago, and by now it has become a 300 bed hospital with triple the frequency of noise due to ambulances -- would the taxpayers be obligated to finance a noise barrier (assuming this is a public hospital) or do you bear the responsibility for having decided to move next to a hospital? Sorry we can't agree on this. JK*

My telephone number is \_\_\_\_\_





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

13

September 9, 1993

Ms. Cindy Miller  
7905 Cypress Grove Lane  
Cabin John MD 20818

Dear Ms. Miller:

I am writing to follow-up our recent telephone conversation regarding the testing of noise levels in the Evergreen community adjacent to I-495. I wish to outline the procedures and approach we will use in carrying out our study.

The first step in the study will be to measure noise levels over a period of 24 hours. The location at 8005 Cypress Grove Lane will be used for the test, as this will likely yield the worst case (highest) noise levels. Based upon the results of the 24-hour study, the peak noise period will be determined, and short-term (10-15 minute) measurements will then be made at the remaining sites throughout the community during the identified peak noise period. Short-term measurements will be made at each site on two different days of the week.

The attached map shows those residences and the corresponding addresses that we propose to include in the noise measurement study. These locations should be representative of conditions throughout the community, but may be adjusted after review during our initial site visit, or based upon input from the community.

Based upon the highest noise levels measured at each site, a determination will then be made of the number of homes in the community that experience noise levels at, or above, the impact threshold of 67 decibels (dBA).

If this plan meets with the approval of the community, please contact me at (410)333-8072 and we will schedule the 24-hour test.

Thank you for your cooperation and assistance in coordinating this study with the community.

Sincerely,

Kenneth D. Polcak  
Noise Abatement Design and Analysis

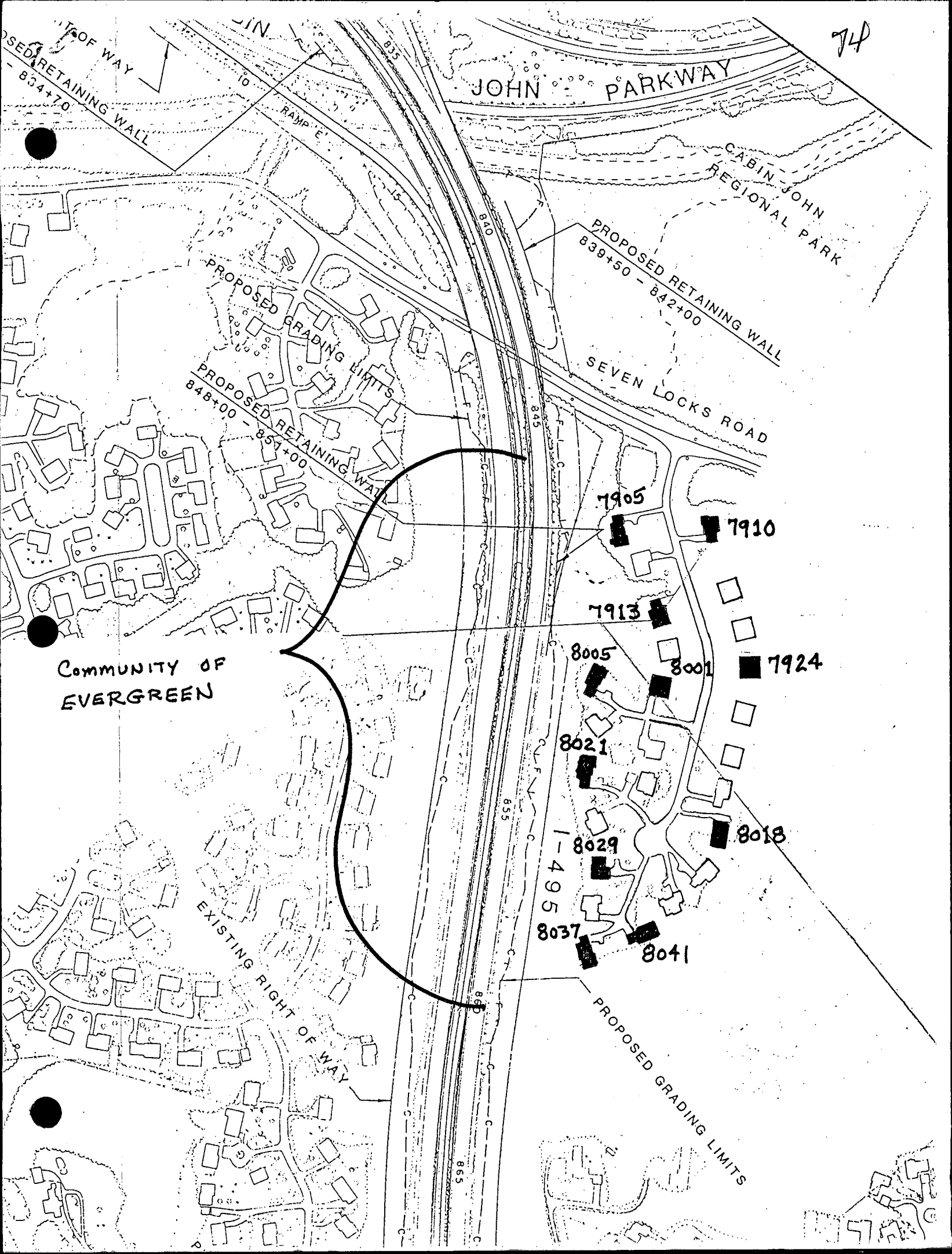
Attachment

cc: G. Miller  
CB Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





# Maryland Department of Transportation

The Secretary's Office

NOISE

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

March 29, 1993

yes

Mr. Indu B. Mishra  
President  
Kanan Associates, Inc.  
9564 Basket Ring Road  
Columbia MD 21045

Dear Mr. Mishra:

Thank you for your recent letters to me and State Highway Administrator Hal Kassoff concerning KAI's Kanwall noise barrier.

I understand that the State Highway Administration (SHA) is arranging for a test installation of the Kanwall noise barrier at the SHA Office of Traffic and Safety. We will be unable to make a decision on the use of these noise barriers until we have evaluated the test installation. One of our main concerns will be the barriers' visual appearance.

Again, thank you for bringing this new product to our attention. If you have any additional questions, please contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer  
Secretary

cc: Mr. Charles B. Adams  
Mr. Hal Kassoff

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755



Mr. Indu B. Mishra  
March 29, 1993  
Page Two

76

bcc: Mr. Jeff Stone

Dictated by Charlie Adams



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 77  
Administrator

**OFFICE OF ENVIRONMENTAL DESIGN**

April 28, 1993

Dr. Indu B. Mishra  
Kanan Associates, Inc.  
9564 Basket Ring Road  
Columbia MD 21045

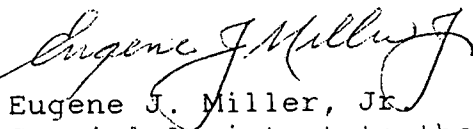
Dear Dr. Mishra:

Thank you for your recent submittal including design calculations for the Kanwall noise barrier system.

We are currently working with the Office of Bridge Development to develop procedures to approve alternate noise barrier systems for inclusion in future noise abatement projects. They will be the lead in this regard and will contact you when these procedures are in place. You are first on the list to be evaluated when the test facility is completed at the Office of Traffic located near BWI airport.

In the meantime, if you have any questions, please feel free to contact me or Mr. Randy Brown of the Bridge Design Division. Randy may be reached at 333-1158.

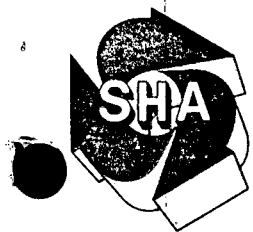
Sincerely,



Eugene J. Miller, Jr.  
Special Assistant to the Director

cc: Mr. Randy Brown

My telephone number is (410) 333-8071



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff *JK*  
Administrator

June 24, 1993

Mr. Tom Moore  
2 Owens Court  
Rockville MD 20850

Dear Mr. Moore:

Thank you for your recent letter regarding noise barrier eligibility along I-270 near your home. Let me explain the process involved in determining where noise barriers are constructed.

During the planning stage for the project, I-270 widening, we conducted a detailed environmental impact assessment, and studied the potential adverse impacts including noise. In assessing potential noise impacts, noise levels are evaluated based on the projected future traffic volume for the highway. In addition, noise measurements are taken at "worst-case" noise sensitive locations (typically those closest physically to the highway) to establish a baseline of impact. The "impact zone" in this area was identified as extending out from the edge of the highway no more than about 200 feet.

Future noise levels will not equal or exceed the Federal Highway Administration (FHWA) criteria of 67 decibels at any of the homes along Nelson Street, Owens Court, and Beall, Anderson, or Wilson Avenues. The reason lies mainly in the distance of the homes from the highway (over 300-600 feet). Noise energy dissipates as it travels from its source, thus reducing the decibel level. Noise levels at Owens Court would be 3-4 decibels (dBA) below the FHWA criteria level.

For an area to be considered for noise abatement, noise levels must equal or exceed the FHWA criteria level. The noise barrier that was constructed was not extended further to the south because the residences on Nelson Street and others in West End Park are not within the noise impact zone.

Thank you again for sharing your concerns with me. I regret that we cannot offer a more positive response, but I hope this has clarified the factors and rationale behind the noise barrier decisions made in this area. If you have further questions, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 79  
Administrator

September 24, 1993

Ms. Claudia A. Mouery  
Correspondent, Beltway Committee  
8711 Jenifer Road  
Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letters to me and to Gene Miller, of our Office of Environmental Design, requesting the design status of the six proposed noise barrier projects for the Baltimore Beltway, including the area east of Loch Raven Boulevard to Perring Parkway.

The following indicates the current status of each project, with the anticipated start of construction dates:

- US 1A to Wilkens Avenue - Advertised 5/25/93  
Anticipated Construction Start - Fall '93
- York Road to Dulaney Valley Road - Semi-Final Review 9/20/93  
Anticipated Construction Start - Spring '94
- Thornton Road to Seminary Avenue - Preliminary Design (PI) Complete 9/8/93  
Anticipated Construction Start - Summer '94
- Charles Street to York Road - Project Initiation 9/10/93  
Anticipated Construction Start - Spring '95
- US 40 to I-70 - October '93 Design Start  
Anticipated Construction Start - Spring '96
- East of Loch Raven Boulevard to Perring Parkway -  
November '93 Design Start  
Anticipated Construction Start - Spring '97

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

80  
Ms. Claudia A. Mouery  
September 24, 1993  
Page Two

In my letter to you dated March 8, 1993, I indicated we anticipated a Fall '93 design start for the project from east of Loch Raven Boulevard to Perring Parkway. Our present schedule calls for the initiation of this project in mid-November.

I appreciate your continued interest in the noise barrier projects for I-695. Please feel free to contact Gene Miller at (410) 333-8071 or Charlie Adams at (410) 333-8063 if you need additional information.

Sincerely,

*Elizabeth L. Homer, Deputy*

for  
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Eugene J. Miller





**Maryland Department of Transportation**  
**State Highway Administration**

41  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 8, 1993

Ms. Claudia A. Mouery  
Beltway Committee Correspondent  
8711 Jennifer Road  
Baltimore MD 21234

Dear Ms. Mouery:

I am writing to inform you of the anticipated design and construction starts for the I-695 noise barrier projects. These schedules are governed by availability of funds through the annual Federal appropriation process.

The following indicates the status of each project, with the schedules for design completion and the anticipated start of construction.

- US 1A to Wilkens Avenue - In final design  
Anticipated Construction Start - Fall '93
- York Road to Dulaney Valley Road - Preliminary design has begun  
Anticipated Construction Start - Spring '94
- Thornton Road to Seminary Avenue - Preliminary design has begun  
Anticipated Construction Start - Summer '94
- Charles Street to York Road - Summer '93 design start  
Anticipated Construction Start - Spring '95
- US 40 to I-70 - Summer '93 design start  
Anticipated construction start - Spring '96
- East of Loch Raven Boulevard to Perring Parkway - Fall '93 design start  
Anticipated Construction Start - Spring '97

We feel these schedules are achievable, but may change as a result of any issues which develop during the design process such as utilities, soil conditions, and compatibility with the design for the future expansion of the Beltway.

My telephone number is \_\_\_\_\_

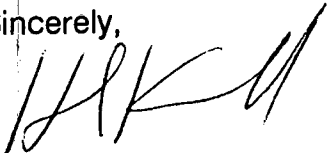
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

Ms. Claudia A. Mouery  
March 8, 1993  
Page Two

82

As these projects progress, you are welcome to contact Gene Miller, of our Office of Environmental Design. Gene is the principal design manager for these projects, and he would be happy to discuss them with you at any time. Gene may be reached at (410) 333-8071.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Eugene J. Miller



**Maryland Department of Transportation**  
**State Highway Administration**

*Miller*  
O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

*83*

February 3, 1993

Ms. Claudia A. Mouery  
Beltway Committee Correspondent  
8711 Jenifer Road  
Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letters to me and to Charlie Adams, Director of our Office of Environmental Design, concerning noise barriers for the Cromwood, Coventry and Satyr Hills communities adjacent to I-695, the Baltimore Beltway.

I wanted to let you know that the information you have requested should be available within the next few weeks, and we will get back in touch with you then.

I appreciate your interest and patience in this matter. Please feel free to contact Charlie Adams if you have any questions in the meantime. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
The Honorable Gerry L. Brewster

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

84

November 18, 1993

Mr. and Mrs. Dwight Pangborn  
3013 Arizona Avenue  
Baltimore, MD 21234

Dear Mr. and Mrs. Pangborn:

I am writing to report to you the results of our recent monitoring of noise levels at your home adjacent to the Baltimore Beltway (I-695). The results of this most recent study will be compared to a previous test conducted in February, 1993.

The measurement was conducted over the 24-hour period from 5:15pm Monday, November 8, 1993, until the same time on Tuesday, November 9, 1993. During this test period, the highest average noise level (Leq) ranged from 66 to 68 decibels (dBA). As we discussed, the test in February was partially affected by increment weather, plus the construction of the MD 43 connection with I-695 had not yet been completed. This most recent study should give a better representation of noise levels now that the traffic patterns related to the MD 43 connection are established.

The attached chart shows the results of both tests. The lower line on the chart shows the noise level over the 24-hour period in February. The top line is the data from the most recent (November) measurement. The latest test found levels to be at the most, about 3 dBA higher than the levels measured in February. The reason for this is two-fold. One, the weather conditions in February likely contributed to an overall reduction in traffic speed and two, the latest test period included different traffic conditions associated with the completed MD 43 connection.

As can be seen on the chart, there was a several hour period (10:30am-2:30pm) where the noise levels from the latest test were less than the test in February. You may recall that on that morning an oil spill from a tanker truck occurred near Perring Parkway and Joppa Road. This event created a major backup on I-695 and many other roads in the area. With the reduction in traffic speed, the noise level during that period also were reduced. The overall results of this study do demonstrate a slight increase in noise over previous tests.

My telephone number is \_\_\_\_\_

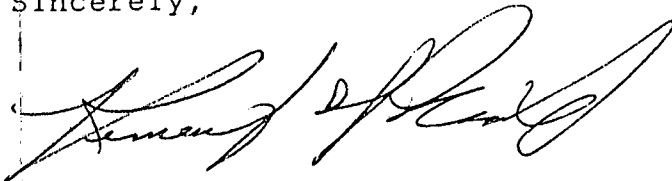
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

85

Mr. and Mrs. Dwight Pangborn  
Page 2  
November 18, 1993

Thank you for your cooperation. Please feel free to contact me  
at (410) 333-8072 if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kenneth D. Polcak".

Kenneth D. Polcak  
Noise Abatement Design and Analysis

KDP/kp  
Attachment

July 16, 1993

Governor William Donald Schaefer  
State House  
Annapolis, MD

RE: Winchester Rd. Sound Barrier

Dear Governor Schaefer;

I'm a twelve year old resident of Winchester Rd, and attended Magdalen River Middle School.

I'm very involved in piano, Lacrosse, soccer and Basketball.

Sometimes playing sports, working in school and being an all-around nice person is hard when I'm always tired. I am very mad that the government has not given my community a sound barrier.

Not having a sound barrier has made it hard to get to sleep at

night.

Sometimes at night the windows shake and rattle, things in my room move, and loud noises keep me up at night. All from movement on the highway.

When it is hot out in Spring and we have not turned on the air conditioner, I can't even open my window, or else there is no way to sleep or hear myself think.

It is definitely not fair that North River Forests gets a sound barrier, when my community is much closer to the highway and was already promised a wall in 1971.

One day when I get older I would like to look back and remember that Maryland had a governor that cared enough about the residents of Winchester Road to give them a sound barrier. With the help of you I could be a brain surgeon, or even my real dream, to become a well-known pianist like Mozart.

I hope you acknowledge the problem of needing a sound barrier for the community of Winchester Heights.

You have not taken the time to answer my mother's letter concerning the wall. Please take the time and consideration to answer mine. And please help our community get a wall.

Thank you,  
Amy Katherine Peaslee

(P.S. Please write back)



OFFICE OF THE GOVERNOR

MAIL FORM

**INSTRUCTIONS:** Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. Please forward the response to the unit indicated below.

Record Number: 071993056  
Date of Letter: 07/16/93  
Response Due: 08/02/93

Name: Ms. KATHERINE PEASLEE  
Address: 1676 Winchester Road  
Annapolis MD 21401

JUL 20 1993

Subject Code:

Subject/Description: SOUND BARRIERS

Agency: MDOT  
Unit: OP

RE-DIRECTION INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to: \_\_\_\_\_

Initials: \_\_\_\_\_

Reference Code: \_\_\_\_\_

A/C	ARTS & CULTURE
ADM	ADMINISTRATION
AP	APPOINTMENTS
B/C	BAY COMMUNICATIONS
B/O	BALTIMORE OFFICE
C/SP	CABINET & SPECIAL PROJECTS
F/A	FINANCIAL ADMINISTRATION
G	GOVERNOR
GM	GOVERNOR'S MANSION
IA	INSURANCE ADMINISTRATION
LG	LT. GOVERNOR'S OFFICE
LL/SI	LEGAL, LABOR & SPECIAL ISSUES
LO	LEGISLATIVE OFFICE
MYAB	MARYLAND YOU ARE BEAUTIFUL
OHI	HANDICAPPED INDIVIDUALS
OP	OPERATIONS
PG	PROGRAMS
PO	PRESS OFFICE
PS	PUBLIC SAFETY

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO OP-MDOT

90  
WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TOD (301) 333-3098

August 9, 1993

Miss Amy Katherine Peaslee  
1676 Winchester Road  
Annapolis MD 21401

Dear Amy:

Thank you for taking the time to write to me concerning traffic noise at your house on Winchester Road. I certainly understand your feelings about the need for a sound barrier in your community, but I would also like to explain what is happening.

We want to be fair to all residents who have a highway noise problem, so we look carefully at each situation to determine the facts. Since there are many more requests for sound barriers than we have money available, we had to set very strict rules for their approval. One very important factor in determining if we can build a noise barrier is the cost of the barrier(s). We have many transportation needs, including highways, and a limited amount of money with which to do them all. If you get an allowance, you know it only goes so far.

The people from the State Highway Administration have discussed this with community residents--your neighbors--at several meetings to explain the facts in this case. I assure you that we will continue to do everything we can to examine this situation and treat everyone fairly.

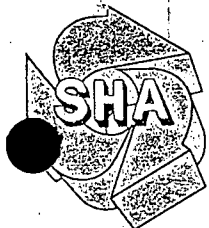
I am encouraged that young people like you care enough about their environment to write to me with their concerns. I hope you will continue to study hard and pursue your interests in music, medicine, and sports. Thank you again for sharing your thoughts with me.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams  
Mr. Dale Hilliard  
Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller



*Maryland Department of Transportation*  
*State Highway Administration*

LIDISE

O. James Lighthizer  
Secretary

Hal Kassoff 91  
Administrator

July 1, 1993

Mrs. Katherine Peaslee  
1676 Winchester Road  
Annapolis, MD 21401

Dear Ms. Peaslee:

I am writing as a follow up to our June 15th meeting and your telephone conversation with and subsequent letter to Mr. Kassoff of the same date.

It was agreed at the June 15th meeting that SHA would provide the following information:

1. Recalculate sound barrier necessary to provide a 5 decibel reduction for the Whitely residence.
2. Calculate sound barrier necessary to provide a 5 decibel reduction at all impacted residences along Winchester Road. We have assumed that 13 houses are impacted for this analysis.
3. Average Daily Traffic volumes when the Environmental Impact Statement was developed.
4. Cost analysis data for the North River Forest community west of Annapolis.
5. A copy of the Federal Highway Administration (FHWA) report on noise barrier analysis.
6. The date when the cost per residence criteria was established.

Additionally, you and Mr. Kassoff discussed performing new sound level surveys and the impact which the construction of ramp lanes had upon the noise environment in your community. We will schedule new sound measurements in the near future. Mr. Ken Polcak, of my office, will contact you shortly to schedule the monitoring.

I would like to address these points in the order in which they are presented.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

92

Mrs. Katherine Peaslee  
July 1, 1993  
Page Two

1. Winchester Heights Sound Barrier Analysis

The analysis of the sound barrier length and height that would provide a 5 decibel noise reduction at the last residence to the west of the community, Whitely residence, shows that the barrier presented at the June 15 meeting would provide the minimum 5 decibel reduction. This barrier is labeled "OPTIMIZED BARRIER" on the enclosed exhibit. The barrier would be  $\pm 1,948$  feet in length and average 17.3 feet in height. Based upon a square foot cost of \$27 the cost per protected residence would be \$64,871.

2. Sound Barrier to Achieve 5 Decibel Reduction at all Impacted Residences

A sound barrier to provide the minimum sound reduction considered acceptable to SHA would be 1,748 feet in length and average 10.7 feet in height. This is a reduction of 200 linear feet over the OPTIMIZED BARRIER and would not protect the last residence to the west. The cost per residence for this barrier, again, calculated at \$27 per square foot would be \$38,713 for the thirteen residences protected. We do not, however, feel this barrier would be desirable because it only would provide the minimum acceptable performance.

3. The average daily traffic volumes utilized in the EIS are shown on the attached Traffic Data Summary

4. North River Forest Cost Analysis

The noise impact, barrier requirements, and cost for the North River Forest Community were analyzed in conjunction with the Heritage Harbour Community.

Our analysis indicated that 27 residences would be impacted as a result of the expansion of US 50. This analysis looked at future traffic volumes for the year 2006 after the highway expansion is completed. This is consistent with the analysis performed for all highway expansion projects.

It is estimated that a barrier to protect North River Forest will cost \$1.2 million, or a per residence cost of \$44,000. We considered both North River Forest and Heritage Harbour together in determining cost feasibility. The estimated cost for barriers in both areas is \$2.4 million to protect 63 residences. This calculates to a cost per residence of \$38,000. Because there was a clear commitment to construct a noise barrier in this area when US 50 was expanded, the reasonable approach was to calculate the cost based upon the combined impact and solution.

Mrs. Katherine Peaslee  
July 1, 1993  
Page Three

You asked when the barrier for this area would be bid and also were all of the impacted residences receiving a minimum of 5 decibel reduction. At this point, we are still refining the barrier lengths and heights and cannot give you definitive answers to your questions. It is our intent to have the construction added to the current highway project and completed by the end of this year. Additionally, our goal is a 7-10 decibel reduction at each impacted residence. I hope we will have more definite information for you at our next meeting.

You also have requested information as to the dates the homes in North River Forest were constructed. The North River Forest community was under construction in the early 1980's when the EIS for the highway improvements was prepared. Our records indicate that seven residences were built or under construction at that time. The remaining homes were constructed in the mid-1980's.

Enclosed is a copy of excerpts from the EIS pertinent to Heritage Harbour and North River Forest, which you requested.

5. Enclosed is a copy of information developed by the FHWA which describes the noise barrier design methodology.
6. The cost per residence criterion was formalized in 1987 in the SHA Noise Policy. A copy is enclosed for your information.

**ADDITIONAL INFORMATION:**

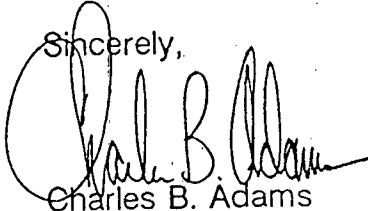
In your telephone conversation with Mr. Kassoff, he agreed to revisit the issue of the effect of the additional ramp construction upon the noise environment in Winchester Heights. This analysis is not complete but should be available at our next meeting.

94

Mrs. Katherine Peaslee  
July 1, 1993  
Page Four

I believe that the information transmitted with this letter addresses all of your requests, with the exception of those items noted as incomplete. If you have any questions, please feel free to contact me at (410) 333-8063.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure 10 copies

cc: Mr. John Moser  
Mr. Hal Kassoff  
Mr. Perry Weed  
Mr. Dale Hilliard  
Mr. Edward Meehan

93

Mrs. Katherine Peaslee  
July 1, 1993  
Page Five

bcc: Eugene J. Miller, Jr.



# Maryland Department of Transportation

The Secretary's Office

96

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

July 6, 1993

Ms. Katherine Peaslee  
1676 Winchester Road  
Annapolis MD 21401

Dear Ms. Peaslee:

Thank you for your recent letter concerning a sound barrier for the Winchester Heights community.

I understand the concern you and your neighbors have about the levels of noise from US 50. As a result of your conversation with Mr. Hal Kassoff, Administrator, State Highway Administration (SHA), and meetings with SHA staff, the additional information you requested will be provided this week. I have asked Mr. Kassoff to provide this information as quickly as possible.

I would like to address the questions you raised about the previous analyses and the reconstruction of US 50. The analysis performed to assess the cost of a sound barrier used a \$27 per square foot cost, which is consistent with analyses performed in the other areas where the only construction was for a sound barrier. This is an all inclusive cost representing all construction associated with barrier installation. The \$16.50 per square foot cost referred to is used to estimate barrier costs associated with other highway improvements such as are occurring west of Annapolis on US 50.

You also expressed concerns about the impact from the construction several years ago. This project consisted of the elimination of the at-grade intersection of Winchester Road and US 50 and did not add through capacity to US 50. SHA is performing an analysis, as you requested, to measure the level of impact attributable to the ramp lanes constructed with the previous project. The ultimate improvements to US 50 in your area, as described in the Environmental Impact Statement, have not been completed. Once this study has been completed, we will review it carefully before any decision is made regarding a sound barrier.

Sincerely,

O. James Lighthizer  
Secretary

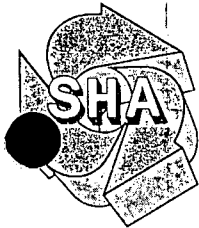
cc: Mr. Hal Kassoff

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755





**Maryland Department of Transportation**  
**State Highway Administration**

97

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 25, 1993

Mrs. Katherine Peaslee  
1676 Winchester Road  
Annapolis MD 21401

Dear Mrs. Peaslee:

Enclosed are portions of the environmental document and noise report you requested appropriate to your community. Please feel free to contact me with any questions you may have regarding this information. If you wish, we would be happy to meet with you to discuss this further.

A review of this information indicates that at the planning stage a major reconstruction of the MD 2/450 interchange and widening of US 50 in this area was anticipated. Based on this fact, the environmental document indicates the possibility of retaining walls and noise barriers adjacent to Winchester Road. Although shown on the map (Figure II-62), the report states, "The final decision on barrier installation will be made during the design phase... [including] the cost-effectiveness of attenuation." (Page IV-69)

During the design phase, the scope of the work in this area was reduced and the major reconstruction proposed at the planning stage was deleted. What actually occurred was the elimination of the Winchester Road crossover and the construction of the Winchester Access Road. The noise reanalysis showed that the increase in noise levels (build vs. no-build) would be about one decibel. The Noise Abatement Policy requires a minimum increase of five decibels or a significant physical impact to the community (generally outside widening of the roadway) for an area to be considered for noise barriers.

In the future, if the widening and reconstruction of the interchange occurs as originally proposed, we would re-examine this community to determine if it met all the requirements for noise barriers, including reasonable cost. In the meantime, we are pursuing the possibility of additional planting. Mr. Kirby Barger, Chief of the Landscape Operations Division, will be forwarding a design plan for this work to the community.

Again, thank you for your efforts on behalf of the community regarding noise abatement. Please let me know if I can be of further assistance.

Sincerely,

Eugene J. Miller, Jr.  
Office of Environmental Design

Enclosures

cc: Mr. Charles B. Adams  
Mr. Kirby J. Barger

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

March 5, 1993

Mrs. Katherine Peaslee  
1676 Winchester Road  
Annapolis MD 21401

Dear Mrs. Peaslee:

Thank you for your recent letter and petition on behalf of the residents on Winchester Road concerning traffic noise from US 50 in Anne Arundel County. I can certainly understand your feelings about the noise US 50 generates in your community.

The feasibility for providing noise barriers as part of the US 50 widening was studied extensively during the environmental assessment phase of the project. In projects involving improvements to an existing highway, two key criteria that must be satisfied for an area to be considered for noise barriers are:

- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement; and
- cost must be reasonable; cost may not exceed \$40,000 per impacted residence.

While noise levels exceed the 67 decibel impact threshold, it was determined improvements to US 50 would not significantly increase noise levels over a "no-build" situation. It was also determined that the cost of a noise barrier, for your community, would cost \$70,000 per residence. This far exceeds our eligibility requirement. To make an exception would be unfair to many other areas throughout the State that experience similar circumstances.

The construction of the wooden privacy fence was intended to provide the community some limited relief from the traffic noise. Last year, field investigations were conducted to determine if additional landscaping would increase the noise protection. Unfortunately, this is impossible.

My telephone number is \_\_\_\_\_

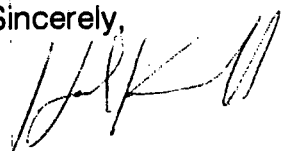
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

99

Mrs. Katherine Peaslee  
March 5, 1993  
Page Two

Again, thank you for sharing the community's concerns with us. I regret we are unable to provide a more positive response to your request, and I hope you understand our position. If you would like to discuss this matter further, I encourage you to contact Charlie Adams, Director of our Office of Environmental Design, at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Secretary O. James Lighthizer



## Maryland Department of Transportation

The Secretary's Office

100  
William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

May 28, 1993

Mr. Johnnie L. Peterson  
4007 Cleary Court  
Mitchellville MD 20721

Dear Mr. Peterson:

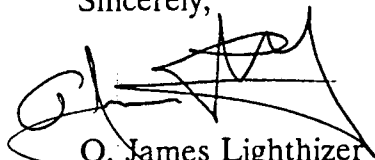
Thank you for your recent letter concerning a sound barrier for the Willow Grove community. I can certainly understand your feelings regarding this issue, and I would like to explain the reason why the Willow Grove area does not qualify for a sound barrier.

During the planning process for the widening of US 50, the State Highway Administration (SHA) evaluated the likely social and environmental impacts of the improvements. This process also included a noise analysis to determine future impacts on developed properties.

At the time of the planning studies, the Willow Grove community did not exist, and it could not be considered for future traffic noise impacts. It is not possible for the SHA to anticipate prospective land uses. In addition, we do not have the resources to provide sound barriers for areas that are developed after the highway improvements are planned.

I regret we are unable to provide a positive response to your request, but I hope you understand our position in this matter. If you would like to discuss this further, please do not hesitate to contact Mr. Charles. B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,



O. James Lighthizer  
Secretary

cc: Mr. Charles B. Adams

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

101

March 25, 1993

Mr. Stanley J. Phillips  
15005 Whitegate Road  
Silver Spring MD 20905

Dear Mr. Phillips:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

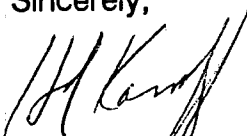
The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

102

**OFFICE OF ENVIRONMENTAL DESIGN**

June 10, 1993

Mr. William H. Pickett, PE  
President  
Pickett Wall Systems  
4028 North Ocean Drive  
Hollywood FL 33019-3905

Dear Mr. <sup>Bill</sup>Pickett:

Thank you for your recent submittal including video tape of the Mono-Wall noise barrier system.

As I discussed with you recently by telephone, we are currently working with the Office of Bridge Development to develop procedures to approve alternate noise barrier systems for inclusion in future noise abatement projects. I have forwarded the material you sent to Randy Brown of the Bridge office who is the lead in this regard. He will contact you when these procedures are in place.

In the meantime, if you have any questions, please feel free to contact me or Mr. Randy Brown who may be reached at (410) 333-1158.

Sincerely,

*Gene Miller*

Eugene J. Miller, Jr.  
Special Assistant to the Director

cc: Mr. Randy Brown

(410) 333-8071

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

103

**OFFICE OF ENVIRONMENTAL DESIGN**

April 28, 1993

Mr. John P. Plevyak  
L&L Supply Corporation  
1404 Front Avenue  
Lutherville MD 21093

Dear Mr. <sup>John</sup>Plevyak:

Thank you for the recent information you sent about the use of brick masonry for noise walls.

We are currently working with the Office of Bridge Development to develop procedures to approve alternate noise barrier systems for inclusion in future noise abatement projects. They will be the lead in this regard and will contact you when these procedures are in place.

In the meantime, if you have any questions, please feel free to contact me or Mr. Randy Brown of the Bridge Design Division. Randy may be reached at 333-1158.

Sincerely,

*Gene Miller*

Eugene J. Miller, Jr.  
Special Assistant to the Director

cc: Mr. Randy Brown

(410) 333-8071

My telephone number is \_\_\_\_\_



*Maryland Department of Transportation*  
*State Highway Administration*

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

104

May 21, 1993

Mr. Bryan Rakestraw  
1206 Jenny Road  
Bel Air MD 21014

Dear Mr. Rakestraw:

Thank you for your recent notification to the State Highway Administration concerning the impact on wildlife due to construction activities at US 1 and the Gunpowder River in Baltimore County.

You indicated that silt fence used in this area to control sediment and erosion is trapping snakes, which causes them to die.

I have asked the Assistant District Engineer, Brian Dolan, to investigate this situation and correct it as required. Mr. Dolan assures me he will take care of this as soon as possible.

It is gratifying to us that you are environmentally sensitive and have taken the time to bring your concerns to our attention. We appreciate your efforts and applaud you for your interest.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Brian Dolan

My telephone number is \_\_\_\_\_





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

105

March 25, 1993

Mr. and Mrs. Joseph Randolph  
15029 Whitegate Road  
Silver Spring MD 20905

Dear Mr. and Mrs. Randolph:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,

  
Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



166

IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215

TDD (301) 333-3098

February 18, 1993

Mr. and Mrs. Walter A. Rau  
6801 Niles Drive  
Laurel MD 20707

Dear Mr. and Mrs. Rau:

Thank you for your letter requesting a sound barrier adjacent to I-95 to protect the West Laurel community. I certainly understand your interest in a sound barrier.

I have heard a lot about this, and plan to visit the area to get a first-hand feel for the situation. After this visit, a decision will be made on whether to proceed with a project.

I appreciate your bringing these concerns to my attention. If you have any questions in the meantime, please do not hesitate to contact Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller ✓  
Mr. Creston J. Mills, Jr.  
Mr. Jeff Stone



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 107

OFFICE OF ENVIRONMENTAL DESIGN

April 28, 1993

Mr. Bob Rex  
President  
Superior Precast, Inc.  
P.O. Box 955  
Pottstown PA 19464

Dear Mr. <sup>Bob</sup>Rex:

Thank you for the recent submittal of your noise wall system as an alternate source of supply for the Maryland State Highway Administration.

We are currently working with the Office of Bridge Development to develop procedures to approve alternate noise barrier systems for inclusion in future noise abatement projects. They will be the lead in this regard and will contact you when these procedures are in place.

In the meantime, if you have any questions, please feel free to contact me or Mr. Randy Brown of the Bridge Design Division. Randy may be reached at 333-1158.

Sincerely,

Eugene J. Miller, Jr.  
Special Assistant to the Director

cc: Mr. Randy Brown

(410) 333-8071

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

108

June 28, 1993

Mr. Barry Rubin  
11818 Linden Chapel Road  
Clarksville MD 21029

Dear Mr. Rubin:

Thank you for your recent letter concerning the possible use of open-graded pavement when MD 108 is resurfaced in the future.

Construction activities, including repaving of State roadways, fall under the responsibility of the District Office. In this case, the District representative is Charlie Watkins, who met with us back in January.

I have forwarded a copy of your letter to Mr. Watkins. This should suffice in communicating your homeowner association's strong request that open-graded pavement be used when resurfacing takes place in the future.

Thank you again for bringing this issue to my attention. If you have further questions, Mr. Watkins can be reached at (410) 333-7589.

Sincerely,

Eugene J. Miller, Jr.  
Special Assistant to the Director  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams  
Mr. Charlie Watkins - District 7

My telephone number is \_\_\_\_\_

RUBIN & ASSOCIATES, CPAs

109

1818 LINDEN CHAPEL ROAD  
CLARKSVILLE, MARYLAND 21029  
(301) 854-2666 (410) 531-2093

3501 CHERRY VALLEY DRIVE  
OLNEY, MARYLAND 20832  
(301) 570-1031 (301) 774-7075

June 24, 1993

Mr. Eugene J. Miller, Jr.  
Office of Environmental Design  
Maryland State Department of Transportation  
707 N. Calvert St.  
Baltimore, MD 21203-0717

Dear Mr. Miller:

Back in January you came to my home to investigate my complaint of noise from Route 108. On January 19, 1993 you wrote specifying the "criteria" for noise abatement consideration indicating that you would not be able to do anything to help me.


That is unfortunate. As 108 gets busier, especially with a new high school going in up the road, it gets less and less pleasant living here.

Nonetheless, you mentioned Mr. Charlie Watkins willingness "to investigate the possible use of an open-graded pavement when MD 108 is resurfaced in the future. Can you give me some information on this.

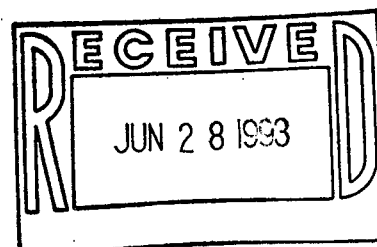
At our last homeowner association meeting, I reported this information and was asked to communicate with you **STRONGLY REQUESTING** that when this repaving is done, the open-graded pavement is used.

Do I need to communicate with Charlie Watkins or is this letter sufficient to bring about the needed action. I'll appreciate a response from you at your earliest convenience.

Sincerely,



Barry Rubin





**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 110

January 19, 1993

Mr. Barry Rubin  
11818 Linden Chapel Road  
Clarksville MD 21029

Dear Mr. Rubin:

It was a pleasure meeting with you on January 18th to discuss the noise situation at your residence in Howard County.

In response to your request, I have enclosed a copy of the State Highway Administration Noise Policy. As you can see, the policy is rather broad in scope; therefore, I have outlined below the current guidelines which drive the policy.

There are two elements included in the noise abatement program. Type I is when noise abatement measures are considered under the environmental studies for a new highway or improvements to an existing highway. Type II is when noise abatement measures are considered for an existing area where no highway improvements are effected. This latter element is strictly voluntary; there are no Federal or State mandates requiring Type II mitigation.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded highway location approval (Type I); or
- a majority of the impacted residences must have preceded the original highway construction (Type II);
- a five decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement (Type I);
- construction of effective noise mitigation measures must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

///

Mr. Barry Rubin  
January 19, 1993  
Page Two

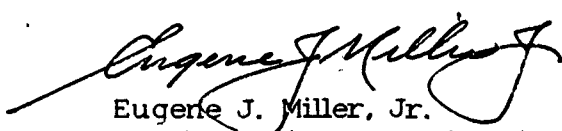
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise abatement should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Your residence fails to meet many of the criteria under both the Type I and Type II elements of the policy. A careful inspection of the existing conditions indicate the feasibility of noise mitigation is especially limited. Mr. Charlie Watkins, of our District Office, who met with us, has agreed to investigate the possible use of an open-graded pavement when MD 108 is resurfaced in the future. This could reduce some high frequency tire noise.

I regret we are unable to provide a more positive response to your situation, but hope you understand our position in this matter. If you have further questions, please do not hesitate to contact me at your convenience.

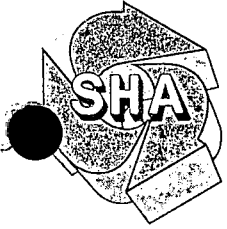
Sincerely,



Eugene J. Miller, Jr.  
Special Assistant to the Director  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams  
Mr. Charlie Watkins - District 7  
Mr. Lorenzo Bryant



*Maryland Department of Transportation*  
*State Highway Administration*

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

112

May 25, 1993

Mr. Fred S. Sanders  
Timberlawn South/Tuckerman Walk Homeowners Association  
10502 Pine Haven Terrace  
North Bethesda MD 20852

Dear Mr. Sanders:

Thank you for your recent letter regarding traffic noise measurements conducted in your community in which you raised concerns about the period of monitoring.

The timing of the monitoring period was influenced by several factors. First, there was an extended period of unacceptable weather conditions which had delayed completion of the measurement study. Therefore, the first available measurement period was taken, recognizing though, that at least one non-holiday 24-hour period would be included. Also, the Good Friday holiday is often characterized as a heavy travel day for the Easter weekend and may still provide meaningful data. Between the two days of test data it was felt that the hourly variation in the noise level could be determined.

As indicated in the report that was recently sent to you, 24-hour tests were conducted at two locations. Though the second test (at your home) included the period through the late afternoon of Good Friday, the data collected on the first day (at 10710 Pine Haven Terrace) was also used in the noise impact assessment for the community. Data from the first day was not ignored. In Table 1 of the report, the adjusted level shown in the last column is that level that would occur in the worst-case hour, which on either day occurred during the morning rush hour. All of the locations in the community were assessed in this same way. Between the off-peak (after 9 AM) and peak (say 7-9 AM) noise periods on both days, the variation of the level ranged from 1 to 2 decibels (dBA). This is reflected in Table 1.

My telephone number is \_\_\_\_\_



113

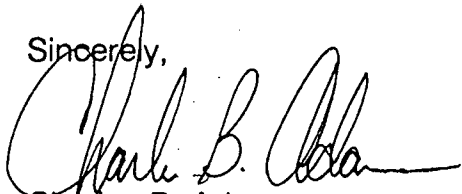
Mr. Fred S. Sanders  
May 25, 1993  
Page Two

Use of the test data from 10710 Pine Haven has one other advantage. Because it is closest to and most influenced by the traffic noise, variations in the level between the peak and off-peak traffic hours will be more pronounced and more reliable. A location that is farther from the highway is more susceptible to noise influence from other non-highway sources, which could skew results if not assessed in conjunction with a closer site. The data was assessed so as to establish the worst-case noise level scenario.

Your request for a representative sample of weekday traffic is fulfilled with the data collected on the first day at 10710 Pine Haven Terrace. The location was a worst-case one (on the deck, above the berm), and encompassed a full weekday non-holiday traffic period. The results of the study also point out that the berms that were constructed as part of the development are providing protection for ground level receptors in the community. It also points out the lack of protection given by the berms for elevated use areas, like decks.

I hope this information clarifies our approach and rationale regarding the timing and analysis of the measurement data.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: E.J. Miller, Jr.  
K.D. Polcak



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

114

November 5, 1993

Ms. Lynn Schwartz  
6821 Lenburn Road  
Baltimore MD 21207

Dear Ms. Schwartz:

I am writing to report the results of our reassessment of traffic noise impacts for the Featherbed Park community adjacent to I-695.

These recent studies basically reconfirmed the results of our earlier evaluation, with some refinements. Our reanalysis found that a barrier several hundred feet shorter in length, but several feet higher in some areas, could provide substantial noise reduction for the residences closest to the highway. The homes located up the hill on Lenburn Road can only be protected to a limited degree because they are situated above the highway. In such cases, an effective sound barrier would have to be extremely high and expensive, while only providing minimal acoustical benefits.

The associated cost for the revised barrier system would be slightly over \$1 million. In addition, the reassessment of impacts showed that a total of 19 homes are impacted (an increase from 16 previously identified), and that these homes could be protected at a cost per residence of \$53,000. This is still well above the \$40,000 per residence limit established under our noise abatement program.

In addition, there remains the fact that the majority of homes in the area were constructed after the highway. This makes the area ineligible for inclusion in our retrofit barrier program.

I hope this information adequately answers your concerns, and I regret we cannot offer a more positive response regarding sound barriers for the Featherbed Park community. If you have any questions or wish to discuss this matter further, please feel free to contact Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

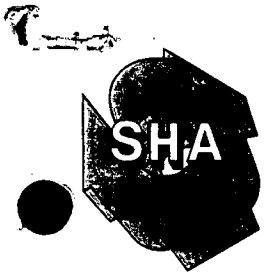
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator *NS*

November 10, 1993

Mr. Marc Sheinberg  
600 Manor Brook Drive  
Silver Spring MD 20905

Dear Mr. Sheinberg:

Thank you for your interest in the Intercounty Connector (ICC) project planning study. In response to your request to the project engineer, Mr. Scott Holcomb, for information on noise criteria we have attached a copy of the State Highway Administration's Noise Policy.

In order to implement the Noise Policy, SHA has used the following criteria to determine which communities will be considered for noise abatement.

- 1) Predicted noise levels must exceed the impact threshold of 67 decibels (dBA);
- 2) A five decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- 3) Where noise levels will not exceed 67 decibels, a noise level increase of at least 10 decibels must occur;
- 4) Cost must be reasonable; cost per impacted residence protected (a minimum five decibel reduction) may not exceed \$40,000.

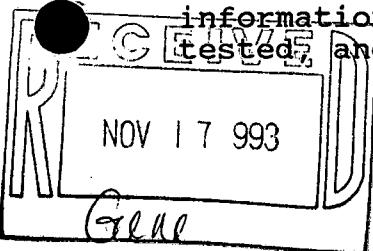
It should be noted that the feasibility of any noise mitigation methods outlined by the project planning study will be reviewed again when the project is in the final design phase, when more detailed project information is available.

There are no particular standards for the types of noise mitigation (noise walls, berms, etc.) that can be used. The mitigation methods used are subject to the conditions of the project (such as available right-of-way for construction of the barrier, surrounding geographic features, cost, etc.). However, the ICC study team has committed itself to developing alternatives, and mitigation methods, which are sensitive to the surrounding environment.

A full noise impact report will be included in the ICC study documentation and will be subject to the public's review and comment along with the rest of the project's Environmental Impact Statement (EIS). The noise section of the document will include information on what standards were applied, what areas were tested, and what mitigation methods are recommended.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



Mr. Marc Sheinberg  
Page Two

116

As part of our public participation program we anticipate having several subject forums in the future to cover a variety of environmental subjects, including noise impacts. This will allow for further citizen involvement and input into this part of the study.

Thank you again for your involvement in the study. If you have any further questions on the ICC study, please feel free to contact our study office at 14015 New Hampshire Avenue (Telephone number (301) 217-4220), or you can call me or the project manager, Mr. Alan Straus. Our telephone number is (410) 333-1190 or 1-800-548-5026.

Sincerely,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Scott D. Holcomb  
Scott D. Holcomb  
Project Engineer  
Project Planning Division

LHE:SDH:as  
enclosure



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

117

August 17, 1993

Ms. Lynn Schwartz  
6821 Lenbern Road  
Baltimore MD 21207

Dear Ms. Schwartz:

I am writing in response to your recent letter about a noise barrier for the Featherbed Park community adjacent to I-695.

The reason that a sound barrier was not included with the 1977 widening of I-695 is that the effect upon noise levels by adding an additional lane was negligible, a one-to two-decibel change over what would have occurred without the improvements. Additionally, the traffic traveling on the outer loop of I-695 is partially shielded from your community because it is lower than the inner loop.

The evaluation performed several years ago indicated that a sound barrier 2,500 feet in length and 18 feet in average height would be required to protect the community. Length and height requirements are based upon the size of the area impacted, the distance between the highway and the residences and the topographic relationship of the homes to the highway.

We certainly understand your point about the level of noise associated with the beltway. It was for this reason that we initiated a retrofit sound barrier program over ten years ago. It was necessary to place bounds on the program, which is why we established the \$40,000 per protected residence maximum. The cost determined in the assessment done for Featherbed Park was considerably higher than this maximum. I have asked my staff to take another look at this information to see if further study is warranted.

You also asked about our community selection process. I am assuming you mean the method by which we determine where sound barriers are constructed. Our retrofit program was developed in the late 1970's, using a combination of information received from citizen complaints and an inventory performed by our technical staff. We then evaluated cost, degree and length of impact, and the size of the community to arrive at a priority listing for potential projects. This is a brief description of the procedure which was used, and if you would like a more detailed explanation, please contact Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

Ms. Lynn Schwartz  
August 17, 1993  
Page Two

118

I will get back in touch with you after we have looked at the validity of the previous study. You may expect to hear from me within the next two months.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Hal Kassoff', written over the word 'Sincerely,'.

Hal Kassoff  
Administrator

cc: Charlie Adams



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

119

October 21, 1993

Mr. Rodney I. Smith  
President  
Smith-Midland Corporation  
Midland VA 22728

Dear Mr. Smith:

Thank you for your recent letter expressing your concern about the Maryland State Highway Administration allowing the use of stacked panels for the I-95 Noise Abatement Project from Brooklyn Bridge Road to MD 198.

As you know, this contract specified the use of an absorptive finish on the highway side of the wall panels. Since our knowledge was limited as to the number of systems of this type, we felt it necessary to modify the specification requiring one-piece, full-height panels in order to provide the greatest competition among suppliers. We continue to recognize the advantages of a single panel design; however, we do not wish to restrict quality alternative systems solely on this criterion. In addition, there is still some question about the durability of the Smith-Midland Sound-Lok system. Because of these reasons, we did not feel that delay of the bid opening was required.

Our staff looks forward to meeting with you on October 28 to discuss our concerns. If you have any questions or wish to discuss this further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

*Elizabeth R. Homer, Deputy*

for Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

*Check*

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

*120*

December 27, 1993

Ms. Donna Spicer  
Cromwell, Coventry and Satyr Hill  
Community Association  
8719 Eddington Road  
Baltimore MD 21234

Dear Ms. Spicer:

Thank you for your recent letter about the construction of the sound barrier on I-695 for your community. I appreciate your patience, and I am glad to have the opportunity to clarify this situation. You are correct in that I indicated there are not funds for the major expansion of the Baltimore Beltway. This remains the case.

The notice in The Sun you referred to involved bridge replacement, resurfacing, and a limited amount of new roadway construction to improve the safety on this section of the Beltway. We need to rebuild the bridges carrying the Beltway over US 40 and the CSX railroad in the Golden Ring area. To do that, and maintain traffic, we need to work in phases. This involves paving the median so we can shift traffic onto it while we work on the outside. Since the median will be paved to traffic-bearing standards, and our ultimate plans involve widening this area, it would not make sense to remove this paving. Rather, it is logical and cost effective to keep and use this improvement from I-95 to MD 702.

The response you received from Phil Humbertson was accurate, though I can understand the confusion it has caused. The survey stakes were placed in the Providence Road to Joppa Road area for preliminary data collection for the Beltway widening. This is not be confused with removal of the "popcorn" paving that currently exists. The project to remove and resurface the roadway between Providence Road and Perring Parkway is scheduled for next summer and is being done to maintain a smooth roadway surface. Due to the impact that work would have on Beltway traffic during the day, we are forced to do this work at night when traffic volumes are considerably lower.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



121

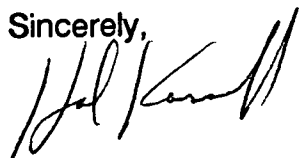
Ms. Donna Spicer  
December 27, 1993  
Page Two

We have begun preliminary design on the needed Beltway expansion. It will take us several years to complete the design work. Our plan is that if and when new funding is available for these much needed improvements, we will be ready to move to construction quickly, having done the design work.

We have no idea of when the needed funds might be available. The estimated cost of the improvements is in excess of \$400 million. If funding does not become available before the scheduled date for the sound barrier, the barrier work will proceed independent of any widening. If we are fortunate enough to obtain funds for widening in your area in advance of the sound barrier schedule, the barrier will be included in the widening. If this were to occur, it would result in an acceleration of the sound barrier project. At this point, it would be speculation to assume that the additional funding will be forthcoming soon, though we will continue to explore all possibilities.

We apologize for any confusion that has occurred. If you have any additional concerns, please contact either Dick Harrison, our District Engineer, at (410) 321-3461 or Charlie Adams, Director of our Office of Environmental Design, at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Charles R. Harrison  
Mr. Phil Humbertson

P.S. I can certainly understand  
the reason for the confusion.  
I hope this clears it up.  
Do feel free to call Dick Harrison  
or Charlie Adams if you  
have further questions. H.



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

122

May 20, 1993

Ms. Andrea M. Staiano  
President  
Staiano Engineering, Inc.  
1923 Stanley Avenue  
Rockville MD 20851-2225

Dear Ms. Staiano:

Thank you for your recent letter concerning timely payment for your services rendered. I certainly understand your frustration with not receiving your payment in a timely manner.

The delay in payment was directly related to the time required to process the subcontractor approval for your services. Unfortunately, this resulted in a delay in the processing of your invoice. This should not have taken four months. We will review our internal process to see where we can improve the process to shorten the turnaround time. Our vouchers payable department has let me know your invoice has been approved, and you should be receiving payment shortly through the Wilson T. Ballard Company.

I regret any inconvenience this delay may have caused you. We appreciate the work you performed on our behalf and hope this incident will not keep you from working with us in the future.

Thank you again for bringing this situation to my attention. If you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

123

March 25, 1993

Mr. and Mrs. Hilton Suddarth  
14901 Whitegate Road  
Silver Spring MD 20905

Dear Mr. and Mrs. Suddarth:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

124

September 29, 1993

Mr. Brian Thomson  
7221 Grubby Thicket Way  
Bethesda MD 20817-1510

Dear Mr. Thomson:

Thank you for your recent letter concerning traffic noise at your residence adjacent to the West Spur of I-270 in Montgomery County.

The State Highway Administration Noise Policy requires that a number of criteria be met before noise abatement measures are considered. One of these requires that a significant noise increase must occur as a result of the highway improvement project, or a substantial physical impact be made to the existing conditions.

Since the widening of I-270 will take place in the median of the existing highway, neither of these events will occur. Noise levels are predicted to rise only two decibels - an increase that is not discernable to the human ear. In addition, the roadside environment, which presently serves as a buffer between your residence and the highway, will be untouched. Therefore, this area is ineligible for noise barriers under our policy.

Thank you again for sharing your concerns with me. I regret we are unable to provide a more positive response to your inquiry, but hope you understand our position in this matter.

Sincerely,

*Elizabeth L. Hower, Deputy*

for Hal Kassoff  
Administrator

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



*Maryland Department of Transportation  
State Highway Administration*

*CONTRACT NO.*

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

*123*

November 2, 1993

Mr. George Townsend  
Project Manager  
Greanya Construction, Inc.  
P.O. Box 10  
New Freedom, PA 17349

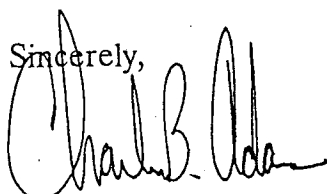
RE: Contract No. P 911-509-324  
Noise Abatement Project  
I-95 Brooklyn Bridge Road  
to MD 198

Dear Mr. Townsend:

Thank you for your recent letter concerning a value engineering proposal for the referenced project.

We are unable to entertain this offer until such time that you receive the award for this project. However, we are always interested in obtaining the best product for our highway projects. Your proposal appears to have merit.

When award is given, we will evaluate your proposal and make a timely decision. In the meantime, if you have any questions, please do not hesitate to contact me or Gene Miller of this office.

Sincerely,  


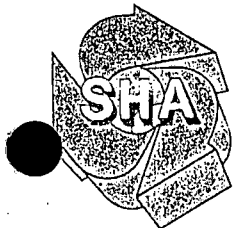
Charles B. Adams  
Director  
Office of Environmental Design

cc: Gene Miller

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



*Maryland Department of Transportation  
State Highway Administration*

NOISE BARRIER

O. James Lighthizer  
Secretary

Hal Kassoff 126  
Administrator

August 16, 1993

Mr. Stephen M. Turner, CPA  
Turner, Jones & Associates, p.c.  
Certified Public Accountants  
8245 Boone Boulevard, Suite 704  
Vienna VA 22182

Dear Mr. Turner:

Thank you for your recent letter to District Engineer Creston Mills requesting noise barriers for the planned development at Manchester Estates adjacent to I-95/495 in Prince George's County.

The State Highway Administration Noise Abatement Policy specifically excludes communities which post-date the original construction of the highway from consideration of noise abatement measures. To be specific, the actual construction of houses must occur prior to the completion of the highway.

There are many more requests for noise abatement than we have the resources to address. To utilize limited funds in the fairest manner possible, we feel it is necessary to restrict noise abatement to those areas where State construction activities impact existing communities. Since the planned development at Manchester Estates fails to meet the date requirement, this area is ineligible for noise barriers under our current policy.

I regret we are unable to provide a more positive response to your inquiry, but hope you understand our position in this matter. If you have further questions, please do not hesitate to contact me.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

127

September 22, 1993

Dr. Robert G. Vaughan, III  
President  
Lutherville Community Association  
Post Office Box 6  
Lutherville MD 21093

Dear Dr. Vaughan:

Thank you for your recent letter regarding noise barrier eligibility for the Country Club Park community along I-83 in Baltimore County.

For a community to be eligible for our retrofit noise abatement program a number of criteria must be met. An area must predate the original highway construction, which your community does. Secondly, noise levels must exceed the impact threshold of 67 decibels and the cost of a noise barrier to reduce the noise levels at the impacted residences cannot exceed \$40,000 per residence.

We analyzed the County Club Park area for potential eligibility for our program and found that noise levels at only four residences exceeded the impact threshold. The cost to protect these residences would be approximately \$700,000, which would greatly exceed the cost criteria. Based upon this, your community is not eligible for our program.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions or wish to discuss this matter further, please feel free to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

*Elizabeth L. Horner, Deputy*

for Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

# FACTS / HISTORY of Country Club Park. 128

■ Was always identified as part of original project area. (Along w/ Longford North, across I-83)

■ Date OK -

■ Was studied in initial phase of Type II design project.  
(Draft report 1/89)

■ Was dropped from further consideration after limits were changed to Sammary Ave (South)

■ Was potential cost problem

- Limited # of impacted homes (monitored) due to diagonal orientation relative to hwy.

- Barner dimensions / cost:

1524' long

8'-20' high

\$684,500 (@ \$27/sq ft)

(would need 17 residences impacted to be within guidelines for cost.)

- Only 3-4 homes @ 67 or above (1988)

■ No additional monitoring done since 1988-89





**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 129  
Administrator

June 14, 1993

Mrs. Carmen T. Wilbur  
9813 Belhaven Road  
Bethesda MD 20817

Dear Mrs. Wilbur:

Thank you for your recent letter to District Engineer Creston Mills concerning the noise situation at your residence adjacent to I-495 in Montgomery County. Mr. Mills asked me to respond directly to you about this matter.

Our records indicate that your community meets the date and noise level criteria for noise abatement. Unfortunately, at the present time, no funding for a project is available. Because there are no funds for a sound wall in this area, a timetable for a project cannot be predicted.

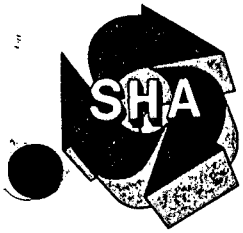
I regret we are unable to provide a more positive response to your request. If you wish to discuss this matter further, please do not hesitate to contact Mr. Eugene Miller, Jr. of my office, at (410) 333-8063.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.  
Mr. Eugene Miller, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

130

March 24, 1993

Mr. and Mrs. Roy Winters  
14904 New Hampshire Avenue  
Silver Spring MD 20905

Dear Mr. and Mrs. Winters:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

131

March 25, 1993

Mrs. Linda Wood  
15016 Whitegate Road  
Silver Spring MD 20905

Dear Mrs. Wood:

Thank you for your recent letter concerning noise levels in the Windridge Acres community along Whitegate Road.

The approval of noise abatement for a new highway project or highway reconstruction project is made only after a set of eligibility criteria are met. These criteria include the noise levels, feasibility and cost of abatement, and the difference between the no-build and build conditions. Noise levels must increase by five decibels or more over the no-build situation, and this will not occur in this instance.

We realize the highway will be closer to your community, and we are willing to provide a privacy fence and dense landscaping to help mitigate any impacts. Unfortunately, a noise barrier cannot be justified at this location.

I have asked our highway design staff to schedule a meeting with the community to discuss screening options. Bob Douglass, our Deputy Chief Engineer for Highway Development, will contact you within the next two weeks about this meeting.

Thank you again for bringing these concerns to my attention. Please feel free to contact Bob Douglass if you have any questions in the meantime. Bob can be reached at (410) 333-1200.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Robert D. Douglass

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff 132  
Administrator

September 17, 1993

Mr. and Mrs. George Zentz  
4509 Old Court Road  
Pikesville MD 21208

Dear Mr. and Mrs. Zentz:

I am writing in response to your recent letter and our phone conversation about the noise situation at your residence.

I am sorry that I was not able to meet with you this week; unfortunately, I have been at evening meetings every night this week. Also, I will be out of town on business for the next two weeks. I have asked Gerry Fletcher, my assistant, to schedule a time for me to meet with you in early October upon my return. You will be hearing from her shortly about the arrangements for my visit. Gerry can be reached at (410) 333-1111.

Your letter raised some very interesting points which I am looking forward to discussing with you in greater detail. In the meantime, Charlie Adams will be coordinating the follow-up monitoring work with you. If you have any questions, please do not hesitate to contact Charlie at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Ms. Gerry Fletcher

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



*Maryland Department of Transportation  
State Highway Administration*

*LOISE*  
O. James Lighthizer  
Secretary  
Hal Kassoff *133*  
Administrator

May 12, 1993

Mr. and Mrs. George W. Zentz  
4509 Old Court Road  
Pikesville MD 21208

Dear Mr. and Mrs. Zentz:

Thank you for your recent letter about the noise levels at your home, which is adjacent to the Baltimore Beltway (I-695). I understand your frustration with the increase in noise levels at your home over the years.

In 1985, when noise level measurements were taken on your property, the noise impact threshold of 67 decibels was not exceeded, and the construction of an earth berm was not considered feasible because of existing drainage ditches. As Charlie Adams confirmed on his recent visit to your home on May 7, construction of a berm of sufficient length to be effective would require the removal of an area of existing woodland.

In my April 9, 1985 letter to you, we promised to include a dense planting of evergreen trees to fill the gap between the Old Court Road bridge and the woodland to the south, and we planted evergreen trees in the area inside of our right-of-way fence in the fall of 1985. Unfortunately, due to the limited space available and the death of most of these trees, no screen exists today.

We feel the parcel of SHA-owned property between your property and the Beltway provides an area where a more substantial screen can be established. I have asked Charlie to develop a site plan and to review the plan with you. We will plant the screen at the earliest possible date.

I have also asked Charlie to update the noise level measurements to determine if the noise impact threshold is exceeded. However, in the case of individual residences, the cost of a sound barrier is almost always excessive in comparison with our maximum of \$40,000 per dwelling.

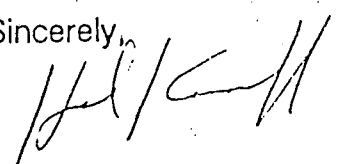
My telephone number is \_\_\_\_\_

Mr. and Mrs. George W. Zentz  
May 12, 1993  
Page Two

Charlie will get back in touch with you to discuss the screen plantings and to schedule noise level monitoring. We will also check the slope along Old Court Road for the thistle and arrange to have it sprayed.

Please do not hesitate to contact Charlie Adams if you have any further questions or concerns. Charlie can be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



135

REPLY REFER TO G-MDOT

August 10, 1993

The Honorable John C. Astle  
Maryland House of Delegates  
212 Lowe House Office Building  
Annapolis MD 21401-1991

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON D.C. 20001  
(202) 635-0215

TDD (301) 333-3096

Dear Delegate Astle:

I am writing in response to your recent letter about a sound barrier for the Winchester Heights community in Annapolis.

I understand your support for the residents of the area. The 1980-1981 environmental studies performed for future improvements to US 50 did show a proposed sound barrier for Winchester Heights. However, the ultimate improvements upon which the proposed sound barrier was based have not been completed. SHA did some construction in 1986 which was a safety project to eliminate the at-grade intersection of Winchester Road and US 50 and included ramp construction to and from US 50 at MD 2. Again, this safety project is not the ultimate facility described in the environmental document.

The estimated cost for a sound barrier independent of the future improvements is \$900,000. Funds to construct a sound barrier in advance of the ultimate expansion of US 50 in this area are not available. There are many competing priorities and projects for a very limited amount of transportation dollars.

I realize that residents want a sound barrier but the funds for construction, separate from the ultimate expansion of US 50, simply are not there. I can assure you that when ultimate improvements are made in the Winchester Heights area, sound barriers will be included, as specified in the environmental document. This approach is the same as we followed for other sound barriers which were constructed as part of the ultimate highway improvements in Heritage Harbor and North River Forest.

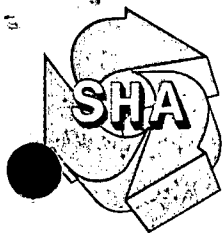
The State, is not trying to, as you indicated, "weasel" out of its obligation. To the contrary, we stand behind the earlier commitments.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams  
Mr. Dale Hilliard  
~~Mr. Hal Kassoff~~  
Secretary O. James Lighthizer



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 136  
Administrator

February 25, 1993

Mr. A.P. Barrows  
Division Administrator  
Federal Highway Administration  
711 West 40th Street, Suite 220  
Baltimore MD 21211

RE: Contract No. AA 315-502-572  
FAP No. ID-IG-IR-68-1(28)C1  
US 50/301 (I-595) East of  
MD 424 to I-97

Dear Mr. Barrows:

I am writing to request your concurrence to construct noise barriers at the Heritage Harbour and North River Forest communities as part of the referenced project.

Our original evaluation of these areas determined that not all of our noise policy criteria were met. Specifically, the dates that the residential developments occurred and the cost per residence criteria.

A thorough reanalysis of these areas has been performed. This study determined that the environmental document prepared for the BATCS committed to the construction of noise barriers at both Heritage Harbour and North River Forest. Copies of relevant pages from the FEIS are enclosed for your information. The State's noise policy was not developed until 1987, six years after the FEIS. Based upon the clear commitment contained in the FEIS and shown at the public hearing, we feel that these barriers should be constructed.

Our analysis also has determined that since the original analysis, noise levels are impacting a greater number of residences. This coupled with the favorable bid received for the construction of a sound barrier in the present contract at Greenwood Acres now brings the cost per residence into the reasonable range.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717




Mr. A. Porter Barrows  
Page Two

To reduce noise levels at Heritage Harbour would require a sound barrier approximately 5,000 feet in length and would protect 35-40 residences. The cost per residence would be about \$33,000 per residence. At North River Forest, 27-32 residences would be protected at a cost per residence of around \$40,000. Final design still must be completed to determine the actual barrier heights, lengths and costs. It is our desire to add this work to the current construction contract. We have discussed this on a preliminary basis with Mr. David Lawton of your staff.

We request your concurrence in the use of federal interstate funding for this work. We also are ready to meet with your staff to discuss this further and address any questions you may have. Please contact Mr. Charles B. Adams, at 333-8063, if you have any questions.

Sincerely,  
Hal Kassoff  
Administrator

By:   
Charles R. Olsen  
Chief Engineer

Enclosure

cc: Charles B. Adams



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff 138  
Administrator

**FEB 23 1993**

Mr. A.P. Barrows  
Division Administrator  
Federal Highway Administration  
711 West 40th Street, Suite 220  
Baltimore MD 21211

Dear Mr. Barrows:

I am writing in response to your recent letter about the subject noise abatement project.

The six noise abatement projects on I-695 which will be constructed with Innovative Project Funds provided by ISTEA will be financed jointly with federal, state and local funds. The funding split will be 80 percent federal, 10 percent state and 10 percent from Baltimore County. Without the local commitment, these projects would not have been funded.

We believe that this shared funding approach satisfies the intent of Section 1102. An agreement between SHA and Baltimore County is being developed around this funding approach. We will be happy to provide you with a copy when it has been executed.

If you have any additional questions, please contact Mr. Charles B. Adams, at 333-8063

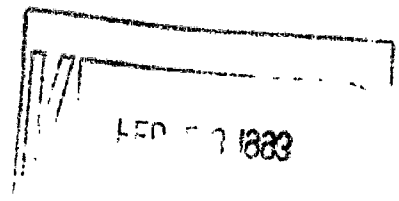
Sincerely,

Hal Kassoff  
Administrator

By:

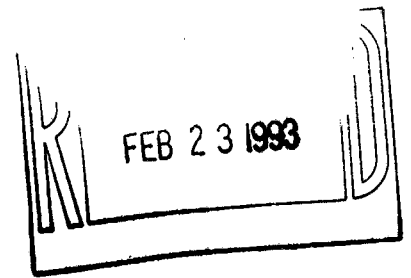
Charles R. Olsen  
Chief Engineer

cc: Charles B. Adams



My telephone number is \_\_\_\_\_

139



139

139



**Maryland Department of Transportation**  
**State Highway Administration**



O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 140

November 18, 1993

RE: Contract No. AA 132-504-572  
F.A.P. No. AC-I-IG-97-1(51)12N  
I-97, BATCS 'C', from south of  
MD 174 to north of New Cut  
Road  
PDMS No. 021056

Mr. A. Porter Barrows  
Division Administrator  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

Dear Mr. Barrows:

I am writing to request your concurrence to construct noise barriers for the Glen Burnie Park and Parke West communities as part of the referenced contract. This request is based upon the latest data on cost and effectiveness and satisfaction of the requirements for Type I noise abatement based on our Noise Policy.

These two communities were identified in the Final Environmental Impact Statement for the Baltimore-Annapolis Transportation Corridor Study (BATCS) as NSA's 21 and 20, respectively. In that document, there is a commitment to build noise barriers along both sides of I-97 between Quarterfield Rd. (MD 174) and New Cut Road (BUS.MD 3).

The subject project involves the expansion of the existing roadway (I-97) from four lanes to six lanes with auxiliary lanes in both directions between the MD 174 and New Cut Road interchanges. Expansion of the highway will occur to the outside of the existing roadway, and will place traffic closer to the adjacent residential areas, adversely affecting the existing buffer between the highway and residences. Design year (2010) noise levels will exceed the impact threshold level of 67 decibels (dBA), without noise barriers in both areas.

The following information describes the subject communities and the proposed barrier parameters. Noise Area 5 includes the Glen Burnie Park community (BATCS FEIS NSA No.21), and Noise Area 6 includes the Parke West community (FEIS NSA No.20):

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Page Two  
Porter Barrows  
November 18, 1993

Noise Area 5

This area lies along the northbound side of I-97 and includes residences located on Baylor road, Elizabeth Road, Joy Circle, Cody Drive, and East Park Drive. The recommended barrier would extend from the vicinity of the I-97/Ramp B convergence north of New Cut Road to along the existing Ramp L at the MD 174 interchange, a distance of approximately 4800 linear feet. Noise levels without a barrier would range from 67 to 72 dBA.

Noise Area 6

This area is situated along the southbound side of I-97 and includes residences along Gaither Avenue, West Court, Allard Court, Park West Drive, and Covington Avenue. The recommended barrier would extend from along existing Ramp I at the MD 174 interchange to along Ramp c at the New Cut Road interchange, a distance of approximately 5400 linear feet. Noise levels in this area without a barrier would range from 67 to 71 dBA.

Barrier costs are estimated based on \$16.54 per square foot, based on our latest bid experience. Using this data, we determined the following:

<u>Community</u>	<u>Impacted/Protected Residences</u>	<u>Barrier Cost</u>	<u>Cost-per- Residence</u>	<u>I.L.*</u>
Glen Burnie Park	41	\$ 1,500,000	\$ 36,600	9-10
Parke West	71	\$ 1,650,000	\$ 23,240	8-11

\* - insertion loss (noise reduction)

The facts and data presented above clearly show that our per residence cost limit is not exceeded, and that construction of noise barrier for the subject communities would present a reasonable and feasible solution to the identified noise impacts.

Therefore, we request your concurrence in this decision and you approval for Federal funding for noise barriers at the Glen Burnie Park and Parke West communities as part of the referenced project.

142

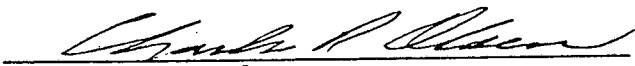
Page Three  
Porter Barrows  
November 18, 1993

Should you have any questions, please contact me or Mr. Charles Adams, Director of the Office of Environmental Design at 333-8063.

Sincerely,

Hal Kassoff  
Administrator

BY:

  
Charles R. Olsen  
Chief Engineer

Dictated By: Ken Polcak

cc: Mr. Neil J. Pederson  
Mr. Edward Meehan  
Mr. Charles B. Adams  
Mr. Gary Gray  
Mr. Robert D. Douglass  
Mr. Steve Drumm  
Mr. Ed Shatz  
Mr. Ken Briggs



**Maryland Department of Transportation**  
**State Highway Administration**

143  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 9, 1993

The Honorable Joanne C. Benson  
Maryland House of Delegates  
204 House Office Building  
Annapolis MD 21401-1991

Dear Delegate Benson:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

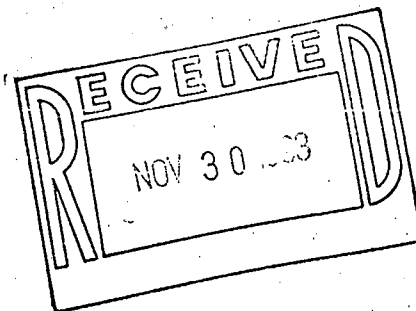


**Maryland Department of Transportation  
State Highway Administration**

144

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

November 29, 1993



The Honorable Helen Delich Bentley  
United States House of Representatives  
District Office  
200 East Joppa Road  
Towson MD 21204

Dear Congresswoman Bentley:

Thank you for your recent letter on behalf of Mr. William A. Spiegel, secretary of the Hazelwood Park East Civic Association, concerning noise barriers for I-95 between Hamilton and Hazelwood Avenues.

A review of our records indicates that this community does not meet the date requirement for noise barriers under our noise abatement policy. Although many of the homes in this area are relatively old, this community postdates the original construction of the highway, which was completed in 1961.

As you know, there are more requests for noise barriers than we have the resources to address. We must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise abatement is provided.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions or wish to discuss this further, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





**Maryland Department of Transportation  
State Highway Administration**

Gene

145

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

December 15, 1993

The Honorable Helen Delich Bentley  
United States House of Representatives  
200 East Joppa Road  
Towson MD 21286

*Helen*

Dear Congresswoman Bentley:

I am writing to follow up on our recent conversation about sound barriers at the Seminary Ridge and Heatherfield communities along I-695.

These communities were evaluated as part of the overall environmental impact studies for future Beltway expansion. The analysis indicated that noise levels will exceed the impact threshold. However, a final decision was not made regarding construction of sound barriers. Additional studies must be performed during the design phase for the Beltway expansion to assess more accurately the noise impacts and abatement needs.

There is no schedule for when the design for this particular section of the Beltway might begin. This will depend greatly on priority and fund availability. If the analysis indicates that all of the criteria for noise abatement are met, sound barriers will be included with the Beltway widening contract in these locations.

I hope this information has given you a better understanding of the situation regarding noise barriers for both the Seminary Ridge and Heatherfield communities. If you wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

146

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

November 5, 1993

The Honorable Helen Delich Bentley  
Congress of the United States  
House of Representatives  
District Office  
Towson MD 21286

Dear Congresswoman Bentley:

Thank you for your recent letter on behalf of Ms. Kathleen Feroli, Vice President of the Lutherville Community Association, regarding the need for noise barriers in her community.

As you may know, an evaluation of this area was conducted in 1988 as part of the I-83/I-695 north of Seminary Avenue noise abatement project. In that evaluation, noise measurements were taken and we found that only 3-4 residences were impacted above the required noise level of 67 decibels (dBA).

I have asked Charlie Adams, Director of our Office of Environmental Design, to re-evaluate the Country Club Park community. As requested by Ms. Feroli in her letter to you, we will be sure to include measurements during weekday rush hour traffic and a 24-hour measurement which will monitor the night truck traffic in our noise monitoring effort.

We intend to start these measurements within the next month, and you may expect to hear from us again by the end of January 1994.

I appreciate your continued interest in the noise abatement program. Please do not hesitate to contact me or Charlie Adams if you would like to further discuss this matter. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charlie B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

147

The Honorable Helen Delich Bentley  
November 5, 1993  
Page Two

bcc: Mr. Charles R. Harrison  
Mr. Gene Miller  
Mr. Ken Polcak



**Maryland Department of Transportation**  
**State Highway Administration**

148

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

September 14, 1993

The Honorable Helen Delich Bentley  
United States House of Representatives  
200 East Joppa Road  
Towson MD 21286

Dear Congresswoman Bentley:

Thank you for your recent letter on behalf of Mr. Richard E. Abraham, Vice President of the Seminary Ridge Owners Association, Inc., regarding traffic noise and sound barriers along I-695.

The Seminary Ridge community was evaluated as part of the overall environmental impact studies for future Beltway expansion. The analysis indicated that noise levels will exceed the impact threshold. However, a final decision was not made regarding construction of a sound barrier. Additional studies will be performed during the design phase for the Beltway expansion to assess more accurately the noise impacts and abatement needs.

There is no schedule for when this particular section of the Beltway might be widened. This will depend greatly on priority and fund availability. If the analysis indicates that all of the criteria for noise abatement are met, the work will be included with the Beltway widening contract for this area. I hope this information has helped clarify this situation.

If you have any questions, or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



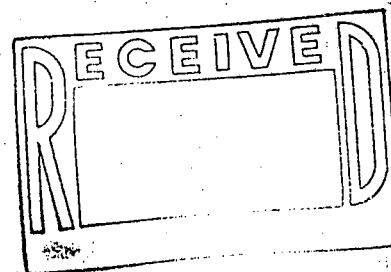
**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

149

September 14, 1993

The Honorable Helen Delich Bentley  
United States House of Representatives  
200 East Joppa Road  
Towson MD 21286



Dear Congresswoman Bentley:

Thank you for your recent letter on behalf of Mr. Richard E. Abraham, Vice President of the Seminary Ridge Owners Association, Inc., regarding traffic noise and sound barriers along I-695.

The Seminary Ridge community was evaluated as part of the overall environmental impact studies for future Beltway expansion. The analysis indicated that noise levels will exceed the impact threshold. However, a final decision was not made regarding construction of a sound barrier. Additional studies will be performed during the design phase for the Beltway expansion to assess more accurately the noise impacts and abatement needs.

There is no schedule for when this particular section of the Beltway might be widened. This will depend greatly on priority and fund availability. If the analysis indicates that all of the criteria for noise abatement are met, the work will be included with the Beltway widening contract for this area. I hope this information has helped clarify this situation.

If you have any questions, or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



# Maryland Department of Transportation

The Secretary's Office

158  
William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

February 12, 1993

The Honorable Helen Delich Bentley  
200 East Joppa Road  
Towson MD 21204

Dear Congresswoman Bentley:

I wanted to let you know about the anticipated schedules for the design and construction starts for the I-695 sound barrier projects. These schedules are governed by availability of funds through the annual appropriation process.

The design phase has yet to be completed for the six projects, although some have already begun. The following shows the status of each project, with the schedule for design completion and the anticipated start of construction.

- US 1 A to Wilkens Avenue - In final design  
Anticipated Construction Start - Fall '93
- York Road to Dulaney Valley Road - Preliminary design has begun  
Anticipated Construction Start - Spring '94
- Thornton Road to Seminary Avenue - Preliminary design has begun  
Anticipated Construction Start - Summer '94
- Charles Street to York Road - Summer '93 design start  
Anticipated Construction Start - Spring '95
- US 40 to I-70 - Summer '93 design start  
Anticipated Construction Start - Spring '96
- East of Loch Raven Boulevard to Perring Parkway - Fall '93 design start  
Anticipated Construction Start - Spring '97

We feel these schedules are achievable but they may change as a result of any issues which develop during the design process such as utilities, soil conditions, community involvement and compatibility with the design for the future expansion of the Beltway.

My telephone number is (410)-

859-7600

TTY For the Deaf: (410) 684-6919

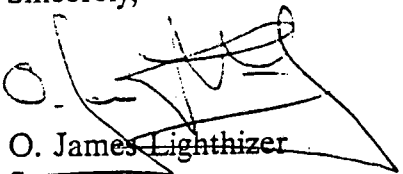
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

151

The Honorable Helen Delich Bentley  
February 12, 1993  
Page Two

We will keep you informed about the progress of these projects. If you have any questions, please do not hesitate to contact me or State Highway Administrator Hal Kassoff.

Sincerely,



O. James Lighthizer  
Secretary

cc: Mr. Hal Kassoff



**Maryland Department of Transportation**  
The Secretary's Office

152  
**William Donald Schaefer**  
Governor

**O. James Lighthizer**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

April 30, 1993

The Honorable John J. Bishop  
Maryland House of Delegates  
7905 Oakdale Avenue  
Baltimore MD 21234-5501

  
Dear Delegate Bishop:

I am writing in follow-up to your recent meeting with Mr. Thomas Osborne of my office and Mr. Charles Adams of the State Highway Administration.

At that meeting you requested information about sound barrier projects on the Baltimore Beltway. As you are aware, the special appropriation contained in the Intermodal Surface Transportation Efficiency Act (ISTEA) for improvements to I-695 will be used to construct the remaining Type II barriers on the Beltway. This was made possible through the efforts of Congresswoman Helen Delich Bentley. The following is our schedule for each of these remaining projects.

- US 1 A to Wilkens Avenue - in final design; anticipated construction start - Fall 1993
- York Road to Dulaney Valley Road - preliminary design has begun; anticipated construction start - Spring 1994
- Thornton Road to Seminary Avenue - preliminary design has begun; anticipated construction start - Summer 1994
- Charles Street to York Road - Summer 1993 design start; anticipated construction start - Spring 1995
- US 40 to I-70 - Summer 1993 design start; anticipated construction start - Spring 1996
- East of Loch Raven Boulevard to Perring Parkway - Fall 1993 design start; anticipated construction start - Spring 1997

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755





The Honorable John J. Bishop  
April 30, 1993  
Page Two

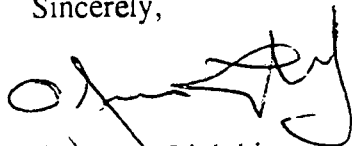
In addition, you inquired about the potential for noise abatement in conjunction with future expansion of the Beltway. A number of communities were studied during the planning phase for future beltway improvements. In the section of the Beltway from Charles Street to MD 702, the following areas will be further considered during the final design phase to determine if noise abatement is warranted and feasible.

- Cromwell Valley Apartments - inner loop
- Rock Church - outer loop
- Harford Road to US 1
  - Double Rock Townhouses - inner loop
  - Arizona Avenue area - inner loop
- US 1 to I-95
  - Glendover Court area - outer loop
  - East Avenue area - inner loop

Each of these areas was identified as warranting further study during the design phase. Until these studies are completed, no decision can be made as to whether abatement will be provided.

I hope this information addresses your concerns. If you have any additional questions, please contact Mr. Thomas Osborne at (410) 859-7199 or Mr. Charles Adams at (410) 333-8063.

Sincerely,



O. James Lighthizer  
Secretary

cc: Mr. Thomas Osborne  
Mr. Charles Adams

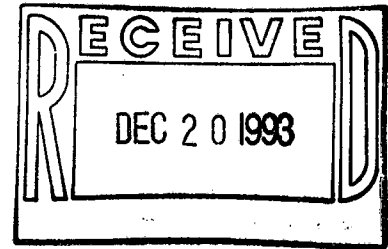


**Maryland Department of Transportation  
State Highway Administration**

154

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

December 16, 1993



The Honorable Rosa Lee Blumenthal  
Maryland House of Delegates  
4400 Stamp Road  
Temple Hills MD 20748

Dear Delegate Blumenthal:

Thank you for your recent letter to Deputy Administrator Elizabeth Homer concerning your interest in noise barriers along MD 210 in the area of Oxon Hill.

I would like to explain the State Highway Administration's position regarding noise barriers for this area. Consideration of noise abatement on MD 210 would have to come under our retrofit noise program. We have limited our retrofit program to interstate type highways where traffic volumes, and especially truck traffic levels, are highest and resultant noise levels are a serious problem.

We certainly recognize that the communities along highways like MD 210 experience noise. However, the number of requests we receive for noise barriers far exceeds our ability to fund them. It is for this reason that we have limited our retrofit program to interstate type highways.

If you are interested we would be glad to look and see if there are opportunities to provide vegetative screening to provide some relief.

I regret we are unable to offer a more positive response to your request. If you have any questions or wish to discuss the possibility of screening further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Ms. Elizabeth L. Homer

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



# Maryland Department of Transportation

The Secretary's Office

155

NOISE

William Donald Schafer  
Governor  
O. James Lighthizer  
Secretary  
Stephen G. Zentz  
Deputy Secretary

November 1, 1993

The Honorable Gerry L. Brewster  
527 Allegheny Avenue  
Towson MD 21204-4233

Dear Delegate Brewster:

Thank you for your letter about sound barriers on the Baltimore Beltway and the Towson intersection at York, Dulaney Valley and Joppa roads.

As you mentioned, funds have been approved under ISTEA for six sound barriers on the beltway. These six projects and the anticipated construction starts are listed below:

-- Wilkens Avenue to Southwestern Boulevard	Fall 1993
-- York Road to Dulaney Valley Road	Spring 1994
-- Thornton Road to Seminary Avenue	Summer 1994
-- Charles Street to York Road	Spring 1995
-- US 40 to I-70	Spring 1996
-- Loch Raven Boulevard to Perring Parkway	Spring 1997

I know there are other communities along the beltway who have requested sound barriers. These, however, are the only areas which meet all the criteria for our retrofit program. Design work has begun for the expansion of the beltway and we will evaluate during the design phase, the requirements for sound barriers to areas included in the beltway expansion and will keep you apprised.

We agree that traffic circulation and management in the downtown Towson area presents a range of complex issues, and we agree there is a clear need to improve traffic flow in the area.

As you noted, Mr. Charles R. "Dick" Harrison, the State Highway Administration's (SHA) District Engineer (as well as other SHA staff and outside consultants) are looking at several alternatives. SHA expects to have detailed analyses to present on these options by the end of the year.

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

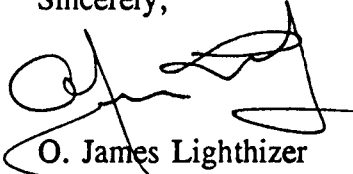


156

The Honorable Gerry L. Brewster  
November 1, 1993  
Page Two

We appreciate your continued interest in State highway-related issues in Baltimore County, and we hope you find this information useful. We look forward to seeing you at the Consolidated Transportation Program meeting on November 5. In the meantime, please feel free to contact me if you have any questions.

Sincerely,



O. James Lighthizer  
Secretary

cc: Mr. Charles R. Harrison  
Mr. Hal Kassoff



**Maryland Department of Transportation  
State Highway Administration**

157

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 22, 1993

The Honorable Dana Lee Dembrow  
10111 Colesville Road, Suite 117  
Silver Spring MD 20901-2427

Dear Delegate Dembrow:

I am writing in response to your recent letter to Cress Mills about SHA's offer to purchase condominiums in Howard County.

First, let me clarify the circumstances of our approach for MD 100. The original highway alignment for MD 100 was selected and approved in 1989. SHA made public notification of the intent to construct MD 100 on the approved alignment. Based upon this information, the Villages of Montgomery Run were planned and constructed and included an earth berm to reduce future noise from MD 100.

Due to the concern over wetland impacts, SHA has had to develop new alignments to avoid and minimize wetland impacts. The alignment which will have the least impact will be closer to one building in the Villages of Montgomery Run than would have occurred previously. It was because of this change that we offered the purchase option to those homeowners who would be affected by our decision to move the alignment closer to their homes. We feel this is a fair approach because our decision created a change beyond that anticipated when those families made the decisions to purchase their homes.

The analysis for the MD 650 project indicated that the change in the noise environment from the no-build to build situation will be minimal. We require that there be a change of five decibels (dBA) greater in order for noise abatement to be considered.

We believe that the construction of a privacy fence and installation of a dense evergreen planting will minimize the noise effects.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

158

The Honorable Dana Lee Dembrow  
October 22, 1993  
Page Two

I hope this helps to clarify the situation. If you should have any additional questions, please contact me or Charlie Adams, Director of the Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

Gall

159

Senator Howard A. Denis  
Senate Office Building Room#402B  
Annapolis MD 21401-1991

Dear Senator Denis:

Thank you for your recent letter about sound barriers in your area of Montgomery County.

There is currently one area, on I-495, in the vicinity of Old Georgetown Road that has been determined to meet all of our retrofit eligibility criteria.

This area is one of a number of communities which has been identified as meeting all our criteria. Current estimates indicate that it will cost in excess of \$30 million to build noise barriers for all communities that qualify under our existing criteria.

We have presented a program to fund these projects to Governor William Donald Schaefer for his consideration. Governor Schaefer has indicated he hopes to make a decision on whether or not to move ahead with these projects in the next several months.

Sincerely,

O. James Lighthizer

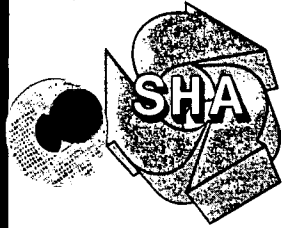
Page Two  
Senator Denis  
November 29, 1993

bcc: Dale Hilliard  
Tom Osborne  
Hal Kassoff  
Charles B. Adams  
Gene Miller



Book

161



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

November 22, 1993

The Honorable Arthur Dorman  
The Honorable Timothy F. Maloney  
The Honorable Pauline H. Menes  
The Honorable Jim Rosapepe  
21st District Delegation  
210 Lowe Office Building  
Annapolis MD 21401-1991

Dear Senator Dorman and Delegates Maloney, Menes and Rosapepe:

Thank you for your recent letter concerning noise barriers on I-95 at the home of Mr. Harold Dorfman, who resides at 11100 Cherry Hill Road in Adelphi.

In response to your request, we will perform a noise reanalysis to determine current noise level impacts. Based on current schedules, this study will begin early next year. We will get back to you with our findings by early March 1994.

Thank you again for your interest in our noise abatement program. If you have any questions or wish to discuss this matter further, please do not hesitate to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

162

The Honorable Arthur Dorman  
The Honorable Timothy F. Maloney  
The Honorable Pauline H. Menes  
The Honorable Jim Rosapepe  
November 22, 1993  
Page Two

bcc: Mr. Creston J. Mills, Jr.

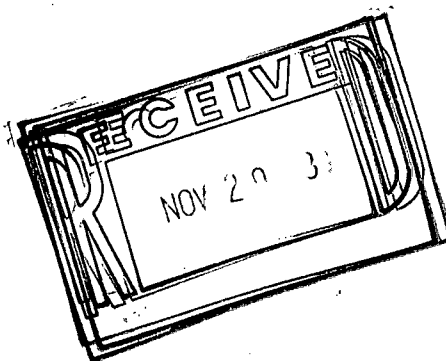
163

The Honorable Arthur Dorman  
The Honorable Timothy F. Maloney  
The Honorable Pauline H. Menes  
The Honorable Jim Rosapepe  
November 22, 1993  
Page Two

bcc: Mr. Creston J. Mills, Jr.

Prepared by Shawn Newson, 333-8070

R-312



164

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO G-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 638-2215  
TDD (301) 333-3098

September 28, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
8270 New Hampshire Avenue  
Langley Park MD 20903

Dear Senator Dorman:

Thank you for your recent letter about a sound barrier for the community of Laurel Ridge adjacent to I-95.

You are correct that the Laurel Ridge community is affected by highway noise. The State Highway Administration has performed a study and determined that Laurel Ridge meets the required noise criteria. The funds to add the barrier to the West Laurel project are not immediately available. However, we are actively looking into the future funding of remaining retrofit sound barrier projects. The Laurel Ridge area is included in the possible remaining project list.

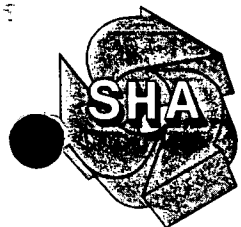
The construction of a sound barrier in this area will depend upon the funding situation and the agreement by Prince George's County to fund 20 percent of the cost of a barrier. We hope to finalize the list of remaining projects this fall.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams  
Mr. Dale Hilliard  
Mr. Hal Kassoff  
Secretary O. James Lighthizer  
Mr. Gene Miller ✓  
Mr. Creston J. Mills, Jr.  
Deputy Secretary Stephen G. Zentz



**Maryland Department of Transportation**  
**State Highway Administration**

165  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

September 15, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
303 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator Dorman: *AD*

This is a follow up to my letter of July 16 regarding noise monitoring in the Calverton community adjacent to I-95 in Prince George's County. Specifically, we remonitored locations within the community during the morning rush hour traffic period, and evaluated results from previous tests to determine the reason for the apparent slight reduction in noise.

Exhibit 1 summarizes the latest measurement results from the morning rush hour traffic period, which was found to be between 7 a.m. and 9 a.m., based on the results of previous 24-hour tests. Exhibit 1 also shows for comparison, the highest average noise level (Leq) for each site, and the date it was measured. This data is also shown on Exhibit 2, which shows the residences determined to be impacted above the impact threshold of 67 decibels (dBA).

Exhibit 3 shows the hourly noise levels from the latest 24-hour measurement period. As you can see, the noise level was above the impact threshold for most of the day and night.

Exhibit 4 presents a comparison of the latest 24-hour test (Exhibit 3) with three previous tests conducted at the same location in 1986, 1988, and June, 1993. This exhibit shows that the test conducted in 1988 was consistently several decibels higher than all the other tests, including those conducted in 1993. A review of weather records from the dates of the various tests point to differing wind conditions between the 1988 test and the other tests. The orientation of Calverton relative to I-95 is such that a prevailing easterly wind direction would cause increased noise levels. This is what occurred during the 1988 test. During the other tests, winds tended to be more from a southerly or westerly direction which, compared to the 1988 test, would tend to yield slightly lower noise levels.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

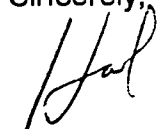
166

The Honorable Arthur Dorman  
September 15, 1993  
Page Three

In any case, the results show there are impacted residences (as shown on Exhibit 2) in the Calverton community. Our assessment of the impact is based upon the highest levels recorded to date (summarized in Exhibit 5 for each test site). The number of affected residences (23) remains as previously depicted in our studies reported to you in July. Also, as indicated in previous reports, preliminary engineering studies have shown that the cost of a noise barrier in this area exceeds our cost per residence guidelines by over \$10,000.

I hope this information has been helpful in clarifying our study results. I have asked Charlie Adams, Director of our Office of Environmental Design, to contact you to arrange a meeting to discuss the results of our studies to date. You should hear from Charlie within the next two weeks. Please feel free to call him at (410) 333-8063 if you have any questions.

Sincerely,



Hal Kassoff  
Administrator

Enclosures

cc: Mr. Charles B. Adams



**Maryland Department of Transportation**  
**State Highway Administration**

Gene: P41

161

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

February 16, 1993

The Honorable Arthur Dorman  
The Honorable Pauline H. Menes  
The Honorable Timothy Maloney  
The Honorable James Rosapepe  
21st District Delegation  
210 Lowe Office Building  
Annapolis MD 21401-1991

Dear Senator and Delegates:

Thank you for your letter regarding the concern of a constituent who resides at 11000 Cherry Hill Road about the noise emanating from I-95.

I have referred your letter to Mr. Charles Adams, Director of our Office of Environmental Design and requested that he investigate the noise abatement feasibility at the Cherry Hill Road location.

As soon as I receive Mr. Adams' findings, I will respond to you immediately. In the interim if you have questions, please call me.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:lc

cc: Mr. Charles Adams

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

168

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

September 1, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
303 James Office Building  
Annapolis MD 21401-1991

Dear Senator Dorman: *AD*

I am responding to your recent letter to Cres Mills, our District Engineer, regarding traffic noise at Ms. Linda Howard's home, which is adjacent to the Capital Beltway (I-495).

An evaluation of this area was conducted in 1987 as part of an adjacent noise abatement project. In that evaluation, noise measurements were taken and an assessment of the warrants for noise barrier construction was made. There is an existing earth berm that was constructed along with the original I-95 ramp construction that provides good noise protection for a majority of the residents.

However, at the end of the berm, in the vicinity of the Howard residence, noise levels exceeded the impact threshold of 67 decibels (DBA) at three residences. The cost for a noise wall linked to the end of the berm in this area was estimated at nearly \$175,000, over \$57,000 per residence. This exceeds our \$40,000 limit by over \$17,000. As a result, a noise barrier for this area was not deemed to be reasonable.

I regret that we cannot offer a more positive response, but I hope this information has explained the situation. Please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design, if you would like to discuss this further. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202





**Maryland Department of Transportation**  
**State Highway Administration**

169

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 19, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
11107 Montgomery Road  
Beltsville MD 20705

Dear Senator Dorman: *Dr. J*

Thank you for your letter about the Laurel sound barrier project. The additional area of concern, Laurel Ridge, was investigated to determine if it met our abatement criteria. We have determined that while our criteria are met, there are insufficient funds to add this to the West Laurel project.

As you are aware, the Department of Transportation is looking into the issue of future funding for remaining retrofit sound barrier projects. This review will determine whether we will be able to complete the identified projects remaining. At that point, we will have a clearer picture about all of these projects, including the Laurel Ridge area. I am hopeful that this review will be concluded this fall.

I appreciate your interest and patience.

Sincerely,

Hal Kassoff  
Administrator

cc: Secretary O. James Lighthizer  
Deputy Secretary Stephen G. Zentz

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



*Maryland Department of Transportation*  
*State Highway Administration*

170

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 4, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
303 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator ~~Dorman~~: *Art*

Thank you for your most recent letter concerning noise level studies for the Calverton community located adjacent to I-95 in Prince George's County.

When we perform additional noise monitoring at this community, we will be sure to include weekday noise measurements during rush hour traffic as you requested. We intend to start these measurements on August 10, pending fair weather. To ensure accuracy, noise readings cannot be taken during inclement weather or when winds exceed 10 miles per hour. We will call your office in advance to let you know on which days we will take measurements.

I have asked Charlie Adams, Director of our Office of Environmental Design, to arrange a meeting with you, if you wish, to discuss the results of this study when it is completed. This will afford the opportunity to clarify any questions you may have about the study. You may expect to hear from Charlie by the end of August.

Thanks again for your continued interest in our studies. Please do not hesitate to contact me or Charlie Adams if you would like to discuss this in the meantime. Charlie can be reached at (410) 333-8063.

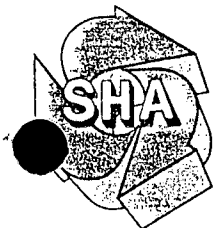
Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



*Maryland Department of Transportation  
State Highway Administration*

171

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
303 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator Dorman: *AD*

This is to follow up my letter of March 10. Enclosed are the results of noise level studies you requested for the Calverton community located adjacent to I-95 in Prince George's County. During this study, we monitored locations within the community previously measured in 1988, plus additional sites, to determine if the area of noise impact has changed.

A comparison of noise levels from the most recent study with those taken in 1988 shows a slight overall reduction in loudness (Exhibit 1). Noise levels exceed the noise impact threshold of 67 decibels (dBA) during most of the day (Exhibit 2). Exhibit 3 is a comparison of 24-hour tests conducted at the same location in 1986, 1988 and 1993. This indicates an overall increase in noise levels from 1986 to 1988, but a slight reduction, as previously mentioned, from 1988 to 1993.

Measurements taken on several side streets indicate noise levels between 58 and 62 dBA at these locations. While the residents in these areas might perceive the noise to be disturbing, noise levels in these locations do not exceed the 67 dBA threshold. In light of the most recent monitoring results, we will schedule additional testing to try and determine the reason for the reduction. Completion of the remonitoring should be by the end of August. We will report the results to you at that time.

Again, thank you for your request. If you have any questions or wish to discuss these results, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

Enclosures

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

172  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

April 14, 1993

The Honorable Arthur Dorman  
The Honorable Tim Maloney  
The Honorable Pauline H. Menes  
The Honorable Jim Rosapepe  
8270 New Hampshire Avenue  
Langley Park MD 20903

Dear Senator Dorman and Delegates Maloney, Menes and Rosapepe:

Thank you for your recent letter about a noise study for the Laurel Ridge community adjacent to I-95.

I spoke to Mr. Louis Cecchini after Governor Schaefer's visit to the West Laurel neighborhood and went over to Laurel Ridge Drive to look at the area with Mr. Cecchini. We will conduct a noise study for this area, which should be completed in early May. I will get back in touch with you after we have had the opportunity to look at the results.

Please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design, if you have any questions in the meantime. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation  
State Highway Administration**

173  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 10, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
303 James Office Building  
Annapolis MD 21401-1991

Dear Senator Dorman: *Art*

Thank you for your most recent letter requesting noise level studies for the Calverton community located adjacent to I-95 in Prince George's County.

We will be pleased to perform additional studies to determine if noise impacts have increased significantly since the last studies were done in 1988. We will be sure to include the hours of 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:30 p.m. in our study, and we will check additional homes on the side streets.

This study should take several months to complete, and we will let you know the results then. You should expect to hear from us by mid-May.

Thank you again for your request. Please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design, if you would like to discuss this further. Charlie can be reached at (410) 333-8063.

Sincerely,

*HK*  
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

174  
O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

January 14, 1993

The Honorable Arthur Dorman  
Senate of Maryland  
8270 New Hampshire Avenue  
Langley Park MD 20903-3423

Dear Senator ~~Dorman~~: *Art*

Thank you for your follow-up letter concerning noise barriers for the Calverton community located adjacent to I-95 in Prince George's County.

When a noise analysis is performed for any community, measurements are not taken at every residence. Microphones are set up at various locations which are representative of varied site conditions throughout the community. This presents a clear picture of how noise levels vary and to what degree each home is impacted.

I have enclosed a summary of the noise level data for the Calverton community. Eight receptor sites were arranged to determine which homes met or exceeded the 67 decibel level. Based on these measurements, it was determined that 22 residences (those darkened on the enclosed map) are impacted, and this was the number used in the cost-per-residence calculations.

The town homes located adjacent to the original community were not considered under this study because they post-date the construction of I-95. This is one of the criteria that must be met for a community to be eligible for noise barriers under our current policy.

I appreciate your continued interest in the noise barrier issue, and I hope this information clarifies the situation in the Calverton community regarding noise abatement. If you have any further questions, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

*Hal*  
Hal Kassoff  
Administrator

Enclosures

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

TRAFFIC NOISE LEVEL STUDY

CALVERTON  
PRINCE GEORGE'S COUNTY, MARYLAND  
November, 1988

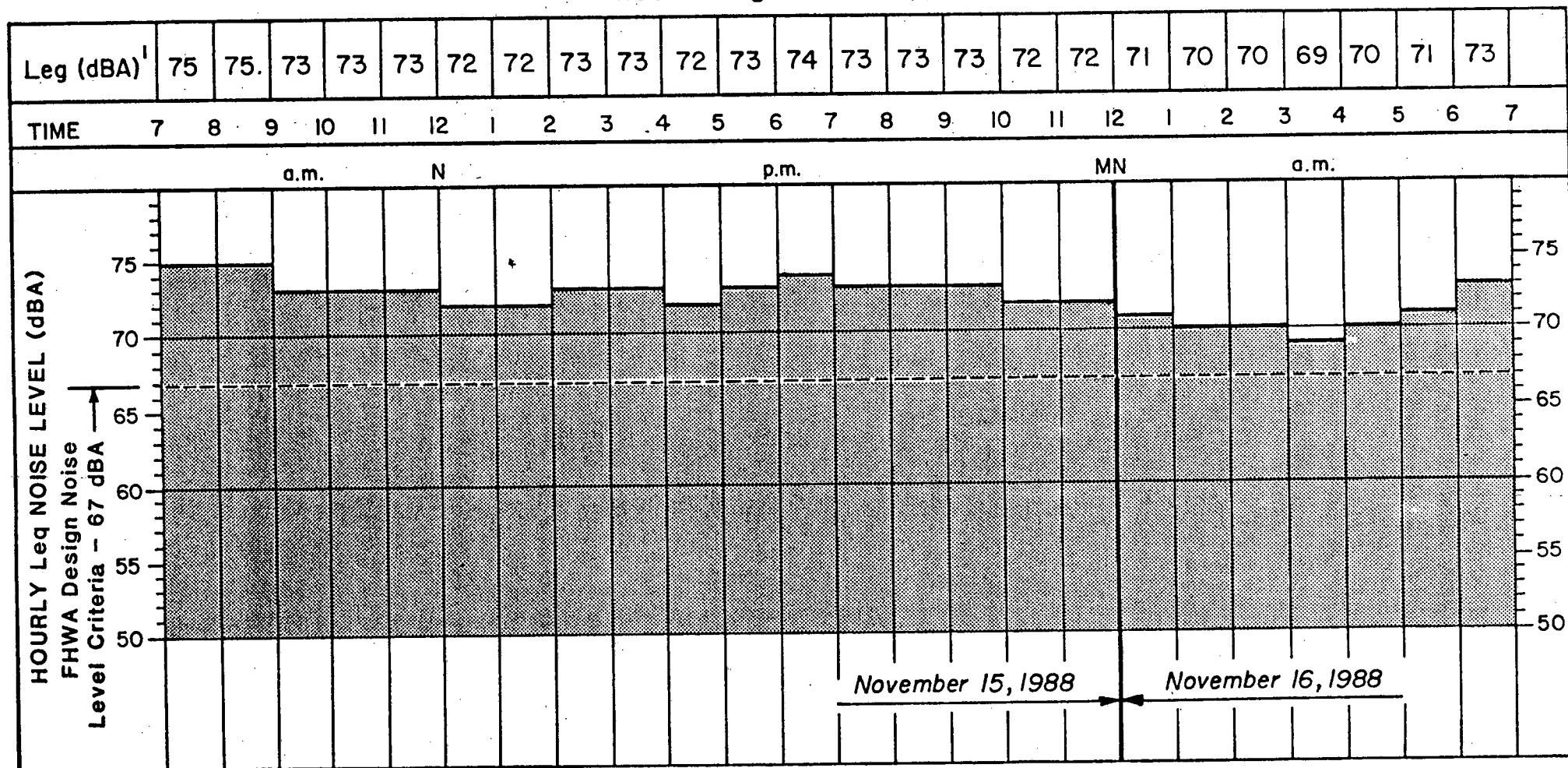
RECEPTOR SITE	ADDRESS	DATE	TIME OF DAY	AMBIENT LEVEL (Leq,dBA)
1	13003 Flint Rock Drive	11/9/88	3:06 - 3:21 PM	67
2	13011 Flint Rock Drive	11/9/88	3:40 - 3:55 PM	71
3	13015 Flint Rock Drive	11/15/88	24 Hr.	73 <sup>1</sup>
4	13103 Flint Rock Drive	11/10/88	9:55 - 10:10 AM	71
5	13111 Flint Rock Drive	11/10/88	11:20 - 11:35 AM	69
6	3513 Fullerton Street	11/10/88	1:20 - 1:35 PM	67
7	13014 Flint Rock Street	11/10/88	12:45 - 1:00 PM	67
8	13110 Flint Rock Drive	11/10/88	12:15 - 12:30 PM	62

NOTE: 1) Represents the Leq (equivalent sound level\*) for the entire 24-hour sampling period.

\*- The "equivalent sound level" is a measure of the average acoustic energy for the given measurement period.

13015 Flint Rock Drive  
in the Community of Calverton  
Prince George's County, Md.

176



LOCATION: Backyard of 13015 Flint Rock Drive

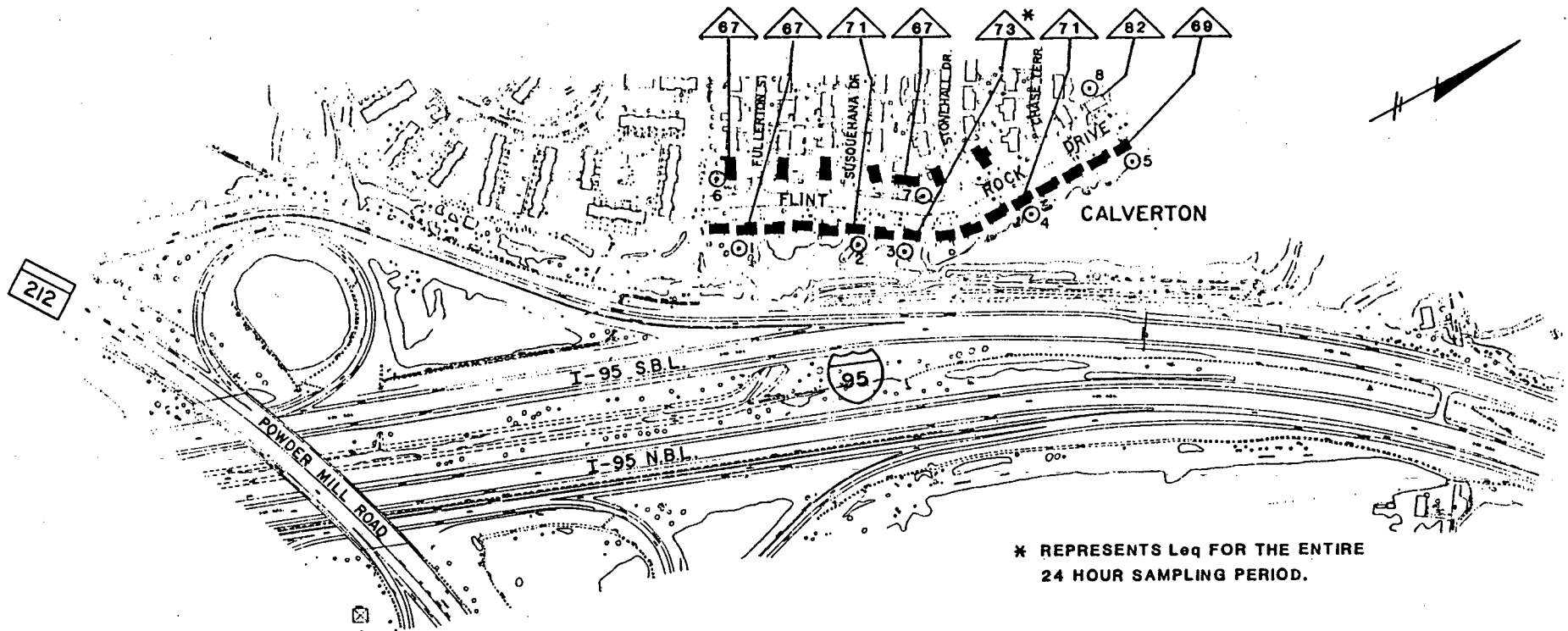
ROADWAY: Interstate Route 95  
(North of Md. Rte. 212 Interchange)

DATES: November 15 & 16, 1988

1. The "Equivalent Sound Level", which is a measure of the average acoustic energy for each measurement period (in this case, 1 Hour).

N - Noon  
MN - Midnight





\* REPRESENTS Leq FOR THE ENTIRE 24 HOUR SAMPLING PERIOD.

### LEGEND

- AMBIENT NOISE MEASUREMENT LOCATION AND RECEPTOR SITE NUMBER.
- IMPACTED RESIDENCE - 1988 AMBIENT NOISE LEVEL EQUALS OR EXCEEDS 67 dBA Leq

△ 72 1988 AMBIENT NOISE LEVEL - Leq (dBA)

RECEPTOR SITE	ADDRESS
1	13003 Flint Rock Drive
2	13011 Flint Rock Drive
3	13015 Flint Rock Drive
4	13103 Flint Rock Drive
5	13111 Flint Rock Drive
6	3513 Fullerton Street
7	13014 Flint Rock Street
8	13110 Flint Rock Drive

**STATE HIGHWAY ADMINISTRATION**  
BUREAU OF LANDSCAPE ARCHITECTURE

NOISE ABATEMENT FEASIBILITY STUDY  
FOR THE COMMUNITY OF CALVERTON

North Of The I-95/Powder Mill Road Interchange  
PRINCE GEORGE'S COUNTY, MARYLAND

**AMBIENT NOISE LEVELS**

RUMMEL, KLEPPER & KAHL Consulting Engineers	DATE 11/30/88	SCALE 1"=300'	EXHIBIT
--	------------------	------------------	---------



**Maryland Department of Transportation**  
**State Highway Administration**

178

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

October 26, 1993

The Honorable Darrel Drown  
Council Member  
Howard County Council  
George Howard Building  
3430 Court House Drive  
Ellicott City MD 21043-4392

Dear Council Member Drown: *Darrel*

Thank you for your recent letter concerning the traffic noise situation in the areas of Bauman Drive and Hunt Club Road adjacent to I-95 in Elkridge and Millbrook adjacent to I-70.

We have evaluated the Bauman Drive/Hunt Club Road area several years ago and it was determined that while the homes in this area predate I-95, as required, the cost of noise abatement greatly exceeded our criterion of \$40,000 per residence. The main reason for this was that the noise levels did not exceed the impact threshold of 67 decibels at enough residences. Because there has been several years since we measured noise levels, it is possible that there has been a change in the noise environment that might alter the conclusions on eligibility of this area. We will contact the community to schedule a new monitoring study. This may take several months to complete due to uncertainty of weather conditions. We will follow up with the results by the end of January 1994 at the latest.

You also asked about the Millbrook area. This community is one of several projects which have been identified as meeting all of the criteria for our retrofit program but which are not funded. The Department of Transportation is looking at the feasibility of funding these remaining projects. We hope to have an answer this fall.

Thank you for bringing this situation to my attention, and I hope this information addresses your concerns. If you have any questions or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

129

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

March 9, 1993

The Honorable Nathaniel Exum  
Maryland House of Delegates  
204 House Office Building  
Annapolis MD 21401-1991

Dear Delegate Exum:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

180

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

May 6, 1993

The Honorable Charles C. Feaga  
Howard County Council  
George Howard Building  
3430 Court House Building  
Ellicott City MD 21043-4392

Dear Councilman Feaga: *Charlie*

Thank you for your recent follow-up letter concerning the noise and safety situation at the Hickory Ridge community at the interchange of MD 32 and US 29 in Howard County.

We will be happy to conduct noise measurements after the construction of relocated MD 32 is finished. Based on current schedules, we anticipate the highway will be completed about mid-1996.

Included in this project will be a six-foot-high chain link fence, similar to the fence used on other portions of MD 32. This fence is intended to keep pets and children from wandering onto the highway, but should also provide residents some protection from potential trespassers from the highway.

Please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design, if you have further questions. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

181

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

March 25, 1993

The Honorable Charles C. Feaga  
Howard County Council  
George Howard Building  
3430 Court House Building  
Ellicott City MD 21043-4392

Dear Councilman Feaga:

*Charlie*

I wanted to let you know about our findings concerning the noise and safety situation at the Hickory Ridge community at the interchange of MD 32 and US 29 in Howard County. This is a follow-up to my December 11, 1992 letter.

Measurements taken at this community indicate noise levels in the range of 53 - 63 decibels. The noise level impact threshold is 67 decibels. We have also determined that the mound on which you suggested placement of a privacy fence is private property. The Hickory Ridge community was built after the construction of MD 32, and the noise levels are below the impact threshold.

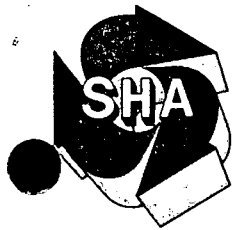
I regret we are unable to provide a more positive response to your request. If you wish to discuss this matter further, please feel free to contact me.

Sincerely,

Hal Kassoff  
Administrator

*Charlie - The fact that this community came after the highway was there makes it impossible to support mitigation at public expense. In this case a privacy fence really should be the property owner's responsibility. HK.*

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

182  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 4, 1993

The Honorable Wayne T. Gilchrest  
Congress of the United States  
502 Cannon House Office Building  
Washington DC 20515-2001

Dear Congressman Gilchrest:

Thank you for your recent letter about a sound barrier along US 50 for the Winchester Heights community. I wanted to let you know the status of the barrier.

The 1980-81 environmental studies performed for future improvements to US 50 did show a proposed sound barrier for Winchester Heights. However, the ultimate improvements upon which the proposed sound barrier was based have not been completed. In 1986, we constructed a safety project to eliminate the at-grade intersection of Winchester Road and US 50, which included ramp construction to and from US 50 at MD 2. This safety project is not the ultimate facility described in the environmental document.

Funds to construct a sound barrier, independent of future improvements, are not available; it is estimated that such a barrier would cost \$900,000. When the ultimate expansion of US 50 is undertaken, the construction of a sound barrier will be included as a part of the construction. This approach is consistent with that followed in other cases where sound barriers are constructed as part of the ultimate highway improvements.

If you have any further questions about the sound barriers, please feel free to contact me.

Sincerely,

Hal Kassoff  
Administrator

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



## Maryland Department of Transportation

The Secretary's Office

183

**William Donald Schaefer**

Governor

**O. James Lighthizer**

Secretary

**Stephen G. Zentz**

Deputy Secretary

May 4, 1993

The Honorable Wayne T. Gilchrest  
United States House of Representatives  
502 Cannon House Office Building  
Washington DC 20515

Dear Congressman Gilchrest:

Thank you for your recent letter on behalf of your constituent, Mrs. Cassie Peaslee, concerning her inquiry about a sound barrier along US 50 at the Winchester Heights community.

During the planning phase for the expansion of US 50, a sound barrier was shown in the environmental impact document along the Winchester Heights area. The analysis addressed in that document was for an ultimate six-lane highway which has not been constructed. The construction a few years ago was for the elimination of the at-grade intersection of US 50 and Winchester Road, which did not add additional capacity to US 50 in the area.

The plans shown at the public meetings were for more significant improvements to US 50 which, if constructed, would bring traffic closer to the residential community. If these improvements are implemented, the issue of providing noise abatement will be addressed. At this time, a noise barrier is not warranted.

Another factor relevant to the community is the issue of reasonable cost. A number of criteria must be met before noise abatement is considered. One of these criteria is the cost of a barrier. Previous studies by the State Highway Administration (SHA) determined that the cost of a noise barrier for Winchester Heights would exceed the maximum allowable expenditure of \$40,000 per protected residence. We simply do not have the funds to construct noise barriers in all areas from which we receive requests and cannot approve projects which exceed our cost criterion.

We are currently working with the community to provide additional plantings. While we recognize that vegetation does little to attenuate noise, it can provide psychological relief. We anticipate these plantings will be done this spring. The SHA will arrange a meeting with Mrs. Peaslee to explain these points in greater detail.

My telephone number is (410)-

859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

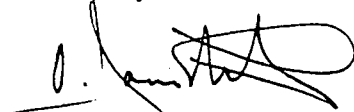


184

The Honorable Wayne T. Gilcrest  
May 4, 1993  
Page Two

Again, thank you for bringing these concerns to my attention. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

A handwritten signature in black ink, appearing to read "O. James Lighthizer", written over a horizontal line.

O. James Lighthizer  
Secretary

cc: Mr. Charles B. Adams



185  
OP-MDOT

June 25, 1993

The Honorable Parris Glendening  
County Executive  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro MD 20772

Dear County Executive Glendening:

We have received a request from the Laurel Ridge community adjacent to northbound I-95 in Laurel for a sound barrier.

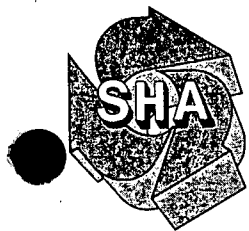
The State Highway Administration has completed an analysis of the area and confirmed the area is greatly impacted by noise, the homes all predated I-95, and the community can be protected by a sound barrier. Since these homes are very close to those in West Laurel, where we are proceeding with a project, I would suggest that this barrier segment be added to the West Laurel project. This, of course, would require your concurrence to fund 20 percent of the construction cost. The estimated cost of this barrier is \$550,000. Prince George's County's share would be \$110,000.

If you agree, we will add this project to the West Laurel contract, which is scheduled to be advertised for bid around Labor Day. Please let me know.

Sincerely,

/s/

Governor



**Maryland Department of Transportation**  
**State Highway Administration**

186

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 9, 1993

The Honorable Parris N. Glendening  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro MD 20772

Dear County Executive Glendening:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

187

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

October 20, 1993

The Honorable Leo E. Green  
The Honorable Joan Pitkin  
The Honorable Mary A. Conroy  
The Honorable James Hubbard  
212 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator & Delegates:

Thank you for your letter regarding our recent meeting with residents of the Kingswood Community in Lanham and your concern for sound barriers along their section of the Capital Beltway.

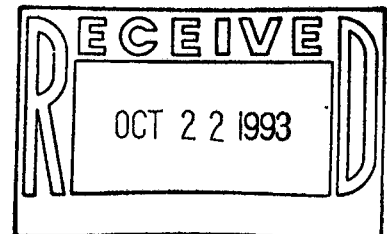
I do not have any new information pertaining to noise abatement funding that would change the condition outlined in Administrator Kassoff's letter to you of September 20th (attached).

As indicated by Hal, he hopes to have news on that issue soon, and I'm sure he will keep you informed.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:ljb  
cc: Mr. Charlie Adams



My telephone number is 513-7311

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

188

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

September 20, 1993

The Honorable Leo Green  
Senate of Maryland  
212 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator Green:

Thank you for your recent letter to District Engineer Cres Mills about sound barriers for the Kingswood Community. The area along the inner loop of the Capital Beltway, west of Good Luck Road, is included on our list of retrofit noise abatement projects.

While this area has been identified as meeting our abatement criteria, funds are not available for construction. However, the Department of Transportation is looking into the future funding of the remaining retrofit projects.

The future of a possible sound barrier at this location will depend upon state funding and the possibility of local funding for the 20 percent matching funds. I hope that we will know more about the remaining projects this fall.

Sincerely,

*Elizabeth L. Homer, Deputy*

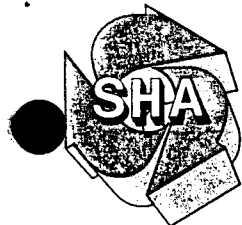
for Hal Kassoff  
Administrator

cc: Mr. Creston J. Mills, Jr.  
Mr. Alvin Nichols

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

189

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 8, 1993

The Honorable Larry E. Haines  
Senate of Maryland  
403 James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator Haines:

Thank you for your recent letter on behalf of the residents of the Featherbed Park community adjacent to I-695 in Baltimore County.

For a community to be considered for noise abatement under SHA's policy, it is necessary that all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction.
- a five decibel increase in noise levels, over the no-build condition must occur as a result of the highway improvement.
- construction of effective noise mitigation measures must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair method of determining where noise abatement should be considered and constructed. As you can imagine, there are many more requests for noise mitigation than we have the resources to address.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

190

The Honorable Larry E. Haines  
June 8, 1993  
Page Two

When I-695 was widened to eight lanes in 1977, the potential noise impact upon the residential area between Dogwood Road and Windsor Mill Road was considered. The change in noise levels as a result of the widening in the median was determined to be one to two decibels. This change in noise levels in comparison with the "no-build" option, was not significant. While noise levels have undoubtedly increased over the years, the key comparison to make is with the condition that would exist had no widening occurred. Again, this small difference of one to two decibels is not perceptible to the human ear.

The area was evaluated several years ago at a possible retrofit barrier. We found that the majority of residences in this area were built after the construction of the highway.

In addition, we calculated the cost of a noise barrier to protect this community to be about \$1.2 million. This equates to about \$75,000 per residence, far above the \$40,000 limit set by the Policy.

I regret we are unable to provide a more positive response to you and your constituents. If you have any questions, or wish to discuss this matter further, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams



**Maryland Department of Transportation**  
**State Highway Administration**

191  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 8, 1993

The Honorable Roger B. Hayden  
Baltimore County Executive  
Court House  
Towson MD 21204

*Roger*

Dear ~~County~~ Executive Hayden:

I am writing to inform you of the anticipated design and construction starts for the I-695 noise barrier projects. These schedules are governed by availability of funds through the annual Federal appropriation process.

The following indicates the status of each project, with the schedules for design completion and the anticipated start of construction.

- US 1A to Wilkens Avenue - In final design  
Anticipated Construction Start - Fall '93
- York Road to Dulaney Valley Road - Preliminary design has begun  
Anticipated Construction Start - Spring '94
- Thornton Road to Seminary Avenue - Preliminary design has begun  
Anticipated Construction Start - Summer '94
- Charles Street to York Road - Summer '93 design start  
Anticipated Construction Start - Spring '95
- US 40 to I-70 - Summer '93 design start  
Anticipated construction start - Spring '96
- East of Loch Raven Boulevard to Perring Parkway - Fall '93 design start  
Anticipated Construction Start - Spring '97

We feel these schedules are achievable, but may change as a result of any issues which develop during the design process such as utilities, soil conditions, and compatibility with the design for the future expansion of the Beltway.

My telephone number is \_\_\_\_\_

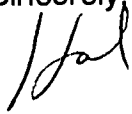
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

198

The Honorable Roger B. Hayden  
March 8, 1993  
Page Two

As these projects progress, you are welcome to contact Gene Miller, of our Office of Environmental Design. Gene is the principal design manager for these projects, and he would be happy to discuss them with you at any time. Gene may be reached at (410) 333-8071.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Eugene J. Miller





**Maryland Department of Transportation**  
**State Highway Administration**

143

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 9, 1993

The Honorable Carolyn J.B. Howard  
Maryland House of Delegates  
204 House Office Building  
Annapolis MD 21401-1991

Dear Delegate Howard:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

194

UDISE  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

February 19, 1993

The Honorable John A. Hurson  
Maryland House of Delegates  
224 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate Hurson:

As a follow-up to the Public Hearing on the Draft 1993-1998 CTP, I would like to address your concerns about the traffic noise situation at the Parkview community adjacent to I-495 in Montgomery County.

We have already completed additional noise measurements in this area, and we have determined that six residences currently exceed the 67 decibel noise level threshold. This information was forwarded to Ms. Jamie Mangan King, who represents the Park View Sound Barrier Committee. We have since learned that Ms. King has moved, or is in the process of moving, from this area. We will contact Ms. Karen Seleznow to let her know about our findings.

One of the community residents, Mr. Gregory Gagarin, who is an engineer by profession, took noise measurements last summer that indicate 12 residences currently exceed the impact threshold. We have discussed this discrepancy with Mr. Gagarin, who admits his methodology may not have been consistent with ours. We have offered to meet with Mr. Gagarin and retake the measurements, if necessary, to resolve this matter.

We have re-examined the feasibility of a noise barrier for the Parkview area. Construction of a barrier to provide effective reductions to noise levels would cost in excess of \$49,000 per residence. The least costly barrier plan would require partial construction beyond the State's right-of-way.

There is still a question about the number of impacted residences, and we will meet with the community representatives to try to resolve this. I anticipate that it will take about eight weeks to address these issues, and we will get back in touch with you then.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

196

The Honorable John A. Hurson  
February 19, 1993  
Page Two

I appreciate your interest in this issue, and if you have any questions or comments, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Neil J. Pedersen



**Maryland Department of Transportation**  
**State Highway Administration**

196

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

December 16, 1993

The Honorable Betty Ann Krahnke  
Montgomery County Council  
Stella B. Werner Council Office Building  
Rockville MD 20850

Dear Councilmember *Betty Ann* Krahnke:

Thank you for your recent letter to Cres Mills, our District Engineer, requesting consideration of noise barriers for the neighborhoods adjacent to I-270 and I-495, which do not meet the reasonable cost criterion.

I can certainly understand your interest in helping all communities find relief from the existing noise levels; however, we must adhere to a reasonable cost limit which will allow the most people to benefit from our program (Maryland's maximum expenditure per impacted residence continues to be the highest in the country.) You indicated in your letter that you would like the State Highway Administration (SHA) to consider helping pay for noise barriers along I-270. Any cost-sharing for noise barriers would be subject to the availability of funds; at this time, there are no funds for additional projects.

You asked if SHA has evaluated the cost effectiveness of barriers, particularly those used by other states. There are three basic elements we consider important in choosing a material and system for our noise barriers: aesthetics, structural adequacy and cost. Over the years, we have evaluated many different systems and materials, and will continue to do so as new products become available.

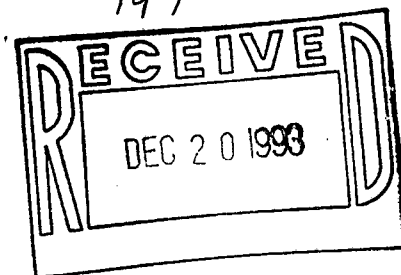
So far, our current standard of steel reinforced precast concrete panels meets our three criteria most satisfactorily. We expect these noise walls to last the life of the highway with little or no maintenance. They are designed to withstand hurricane-force winds, and have been accepted by most residents as aesthetically pleasing. Any initial savings from installation of lower-cost systems would be later negated by higher replacement and maintenance costs. We will continue our product evaluations to find a more cost-effective noise barrier system, so more communities may benefit from our program.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Honorable Betty Ann Krahne  
December 16, 1993  
Page Two

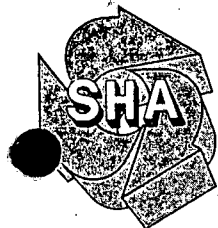


I hope that this has given you a better understanding of our position concerning the noise abatement program. If you have any questions or wish to discuss this matter further, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.



**Maryland Department of Transportation**  
**State Highway Administration**

148

12/8  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

The Honorable Betty Ann Krahnke  
Councilmember  
Montgomery County Council  
Stella B. Werner Council Office Building  
Rockville MD 20850

Dear Councilmember Krahnke:

Thank you for your recent letter on behalf of Mr. David Fegan. Mr. Fegan wrote to you concerning noise and light intrusion he has experienced near his home adjacent to I-495 between Cindy Lane and River Road in Bethesda.

Several years ago, studies were conducted as part of the recently completed expansion of the I-495 from Bradley Boulevard to the Potomac Crossing. Noise levels were measured and future levels were predicted based on the highway expansion and future traffic volumes. The results of these studies indicated that noise levels at Cindy Lane were above the 67 decibels (dBA). In those same studies, however, an evaluation of abatement measures found that a noise barrier for homes on Cindy Lane was beyond our guidelines for reasonable cost. The reason for this is the length and height of a barrier to reduce noise levels at the impacted homes would result in a cost that exceeds our \$40,000 per residence criteria.

In regard to the light intrusion that Mr. Fegan is experiencing from the highway sign, I have asked Cres Mills, our District Engineer, to investigate this situation and see if we can provide a solution. I've asked for a report by the end of December. He should be in touch with you then. Cres can be reached at (301) 513-7311 if you have any questions.

I regret we are unable to provide a more positive response to your inquiry about the traffic noise. If you have any questions or wish to discuss this matter further, please contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.  
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

199

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

April 12, 1993

The Honorable Betty Ann Krahne  
Montgomery County Council  
Stella B. Werner Council Office Building  
Rockville MD 20850

Dear Councilmember *B. Ann Krahne* Krahne:

I am writing in response to your recent letter about several noise barrier issues which were discussed at the recent meeting we had with Senator Howard Denis. I would like to address your questions in the order you raised them.

1. Wyngate, Rockhurst and Belhaven

You are correct that these areas predate the Capital Beltway, and that the criteria for cost, etc. are met. This project remains unfunded, and is subject to availability of Federal funds and a 20 percent funding share by Montgomery County.

2. I-495 at Bradley Hills (Newbold Drive, etc.)

Our records indicate that the majority of the residences along Newbold Drive were constructed after the beltway. Therefore, this community is not eligible for noise abatement because of the dates of residential construction.

3. I-270 West Spur at Wildwood Hills (Thomas Branch Drive, etc.)

This area has been investigated on several occasions to determine if it met our noise abatement eligibility criteria. Our studies have concluded that the cost to provide abatement for the impacted homes would exceed the reasonable cost criterion of \$40,000 per residence. Based upon this criterion, the area is not eligible for noise abatement.

4. I-270 East at Wildwood Manor

We have studied this area to determine possible eligibility under our retrofit program as well as in conjunction with the expansion of the east spur. The majority of the homes experiencing noise levels above 67 dBA were constructed after the completion of this section of highway in 1959, and the area is not eligible for consideration under our retrofit program.

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

200

The Honorable Betty Ann Krahne  
April 12, 1993  
Page Two

We also looked at this community during the planning phase for the spur improvements. One of our criteria which must be met is that noise levels must exceed the 67 dBA threshold and there must be a significant increase in noise levels over a no-build condition. The improvements along the east spur are being constructed in the median and will result in a maximum one to two decibel increase over a no-build situation. We consider a five dBA or greater increase to be significant. The Wildwood Manor area is therefore not eligible for noise barriers because of the minor increase in noise levels.

5. I-495 East at Parkview and LaVelle

We completed a reanalysis of the Parkview community. The results indicate that the cost to provide noise abatement will exceed SHA's \$40,000 per residence maximum cost criterion. Additionally, to reduce noise levels most effectively would require construction of a sound barrier off the right-of-way owned by SHA. Because the cost per residence exceeds the maximum, this area is not eligible for noise abatement.

The only area of the five you inquired about which would be eligible for noise abatement is #1 (Wyngate, Rockhurst, and Belhaven). However, at this time, no commitment has been made on funding.

I hope that we have sufficiently answered your questions. I recognize that you are very interested in having noise barriers constructed in each of these areas; unfortunately we cannot approve noise abatement projects in areas where all of our criteria are not met.

If you have any questions or would like additional information, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: The Honorable Howard Denis  
Mr. Charles B. Adams

*Betty Ann - I would be  
pleased to have Charlie  
visit with you in your  
office to go over these in  
greater detail, if you wish.  
K.*





**Maryland Department of Transportation  
State Highway Administration**

201

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 7, 1993

The Honorable Gloria Lawlah  
The Honorable Christine M. Jones  
The Honorable Rosa Lee Blumenthal  
The Honorable David M. Valderrama  
6133 Oxon Hill Road  
Rivertowne Commons  
Oxon Hill MD 20745-3108

Dear Senator Lawlah and Delegates Jones, Blumenthal and Valderrama:

Thank you for your recent letter concerning traffic noise along MD 210 at the residence of Mr. Charles Washington, 7511 Catone Court, in Oxon Hill.

Our records indicated that development of this community is fairly recent and the homes did not exist at the time approval for the improvement of MD 210 was received. This is one of several criteria that must be met for an area to be considered for noise abatement under our policy. Therefore, this community is ineligible for noise barriers.

There are many more requests for noise barriers than we have the resources to address. We must strictly adhere to the policy requirements to ensure a fair and equitable method of determining where noise abatement should be considered.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions, or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

*Elizabeth Homer, Deputy*

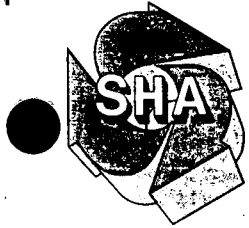
for Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

202

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

September 8, 1993

The Honorable Martin G. Madden  
Maryland House of Delegates  
219 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate Madden: *Marty*

I am following up on my previous letter about the Laurel sound barrier project. The additional area of concern, Laurel Ridge, was investigated to determine if it met our abatement criteria. We have determined that while our criteria are met, there are insufficient funds to add this to the West Laurel project.

As you are aware, the Department of Transportation is looking into the issue of future funding for remaining retrofit sound barrier projects. This review will determine whether we will be able to complete the identified projects remaining. At that point, we will have a clearer picture about all of these projects, including the Laurel Ridge area. I am hopeful that this review will be concluded this fall.

I appreciate your interest and patience.

Sincerely,

Hal Kassoff  
Administrator

cc: Secretary O. James Lighthizer  
Deputy Secretary Stephen G. Zentz

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

203  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 9, 1993

The Honorable Martin G. Madden  
Maryland House of Delegates  
219 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate Madden: *Marty*

Thank you for your recent letter to Neil Pedersen on behalf of Mr. Louis A. Cecchini, a resident of Laurel Ridge Drive. You had asked whether this community, located north of Brooklyn Bridge Road and adjacent to northbound I-95, would be included in the noise barrier project for the West Laurel area.

A noise barrier for this community is not included as part of the proposed noise abatement project for West Laurel. The State Highway Administration (SHA) has no record of previous contact with this community, and we have not determined if this area meets the criteria for noise abatement.

There are many more requests for noise abatement than we have the resources to address. We are currently evaluating our present Noise Abatement Policy to determine what changes could be made to deal with this issue more fairly. Our thinking is that emphasis should be on residents (not residences).

We will study the area north of Brooklyn Bridge Road to determine eligibility. It should take about three months to complete this study, and we will let you know the results. You should expect to hear from us by some time in June.

Thank you again for bringing Mr. Cecchini's concerns to our attention. Please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design, if you would like to further discuss this matter. Charlie may be reached at (410) 333-8063.

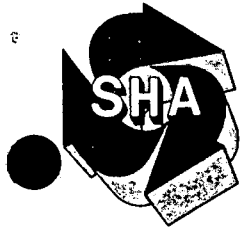
Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Neil J. Pedersen

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation  
State Highway Administration**

204

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

September 8, 1993

The Honorable Timothy F. Maloney  
Maryland House of Delegates  
313 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate ~~Maloney~~ *Tim*:

I am following up on my previous letter about the Laurel sound barrier project. The additional area of concern, Laurel Ridge, was investigated to determine if it met our abatement criteria. We have determined that while our criteria are met, there are insufficient funds to add this to the West Laurel project.

As you are aware, the Department of Transportation is looking into the issue of future funding for remaining retrofit sound barrier projects. This review will determine whether we will be able to complete the identified projects remaining. At that point, we will have a clearer picture about all of these projects, including the Laurel Ridge area. I am hopeful that this review will be concluded this fall.

I appreciate your interest and patience.

Sincerely,

Hal Kassoff  
Administrator

cc: Secretary O. James Lighthizer  
Deputy Secretary Stephen G. Zentz

*Tim - We'll be discussing  
with Jim at State  
the possibility of proceeding  
with this project as  
part of the proposed  
"finish up" package.  
H.*

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

205

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 25, 1993

The Honorable Timothy F. Maloney  
Maryland House of Delegates  
313 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate ~~Maloney~~: *Tim*

Thank you for your recent letter on behalf of Mr. and Mrs. Dick Stevick. The Stevicks' community has not been investigated in the past to determine if noise abatement is warranted.

We have initiated a study of this area, and it should take about three months to complete. We will let you know the results in June. With the re-evaluation of our present noise policy, our thinking is that emphasis should be placed on those residents (not residences) that have lived in the community before the highway. We will also investigate the feasibility of providing vegetative screening to provide some relief from traffic noise.

You also asked for confirmation of the construction schedule for the West Laurel noise abatement project. The design for this project should be completed by the end of this year. Construction can start in the spring of 1994, subject to the Governor's concurrence.

Thank you again for your inquiry. Please do not hesitate to contact me if you have any question.

Sincerely,

Hal Kassoff  
Administrator

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

206  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

February 23, 1993

The Honorable Timothy F. Maloney  
Maryland House of Delegates  
210-A Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegate Maloney:

Thank you for your recent letter about the proposed sound barrier to be constructed along I-95 in West Laurel.

It is my understanding that the agreement to do the barrier in conjunction with other projects is moving forward. You have probably heard by now from Jim Lighthizer, Steve Zentz or Tom Osborne that assuming SHA is given the go ahead, the project could begin in calendar year 1994. You may wish to check with Jim or Steve on the timing of a decision announcement.

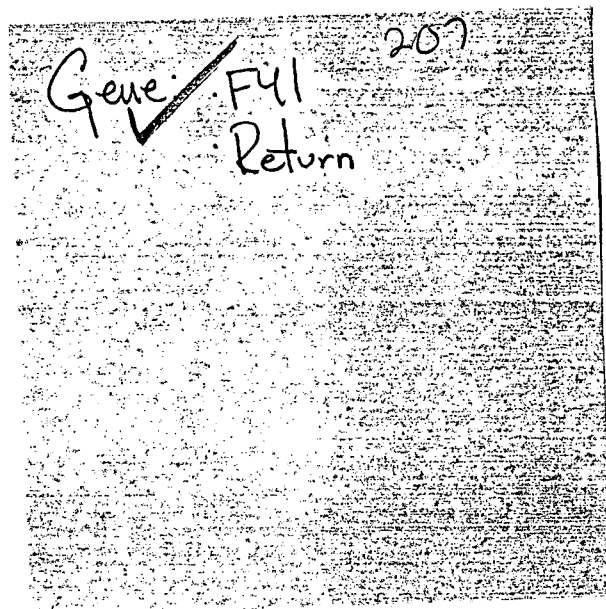
Sincerely,

Hal Kassoff  
Administrator

cc: Secretary O. James Lighthizer  
Mr. Thomas Osborne  
Deputy Secretary Stephen G. Zentz

My telephone number is \_\_\_\_\_

Teletypewriter for impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



January 11, 1993

The Honorable Timothy F. Maloney  
Chairman  
Subcommittee on Law Enforcement and Transportation  
424 Lowe House Office Building  
6 Governor Bladen Boulevard  
Annapolis MD 21401-1991

Dear Chairman Maloney:

Pursuant to your request, the Department of Transportation will include a project for construction of noise barriers along I-95 from MD 198 to Brooklyn Bridge Road in the Consolidated Transportation Program for FY 1993 - FY 1998. This project is listed for construction in FY 1994 at a cost of \$2.2 million. The project will be contingent upon a funding agreement with Prince George's County and 20% local funding. As discussed, the project will also be subject to approval by Governor Schaefer who has requested a tour of the site.

If you would like any additional information at this time, please let me know.

Sincerely,

O. James Lighthizer  
Secretary



**Maryland Department of Transportation**  
**State Highway Administration**

259

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 9, 1993

The Honorable Iris McConnell  
Councilwoman, Town of Glenarden  
8600 Glenarden Parkway  
Glenarden MD 20706

Dear Councilwoman McConnell:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_





**Maryland Department of Transportation  
State Highway Administration**

209

100132

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

January 13, 1993

The Honorable Barbara A. Mikulski  
United States Senate  
Hart Senate Office Building, Suite 320  
Washington DC 20510-2003

Dear Senator Mikulski:

In November, 1992, you wrote to me on behalf of your constituents, Mr. John L. Johns, Mrs. Sherry L. Johns, and Mrs. Jennifer Storm, concerning the extension of a noise barrier for a newer section of the Ferndale Farms community adjacent to I-97 in Anne Arundel County.

We have now completed an evaluation of the conditions, and I am pleased to inform you that we will extend the noise barrier to protect the entire Ferndale Farms community. We found that the extra expense would not exceed the reasonable cost criterion of our noise abatement policy. In addition, the majority of impacted homes predate the original highway construction. This is another of our policy criteria. Finally, we recognize that the newer homes were an addition to an existing community, not a new development.

Thank you once again for your interest in this matter. If you have any further questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717



**Maryland Department of Transportation**  
**State Highway Administration**

210

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 10, 1993

The Honorable Sue V. Mills  
Prince George's County Council  
County Administration Building  
Upper Marlboro MD 20772

Dear Councilwoman Mills:

Thank you for your recent letter to Cres Mills, our District Engineer, on behalf of your constituent, Ms. Diane Taylor, concerning the noise situation at her residence on Gunston Lane in Prince George's County.

In order for a community to be eligible for noise abatement under the State Highway Administration's Noise Policy, it must meet several criteria. One of these criteria requires the majority of residences to have pre-existed the original construction of the highway. Our research indicates the houses in this area were built in the early 1980's -- long after completion of the Capital Beltway in 1964. For this reason, this community is ineligible for sound barriers.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions, please feel free to contact me or Charles Adams, Director of the Office of Environmental Design, at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



Maryland Department of Transportation  
State Highway Administration

211 *James L*  
*Ken*  
O. James Lighthizer  
Secretary  
Hal Kassoif  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

June 17, 1993

The Honorable Sue V. Mills  
Prince George's County Council  
County Administration Building  
Upper Marlboro MD 20772

Dear Councilwoman Mills:

Thank you for your letter on behalf of Mr. Charles Washington, who resides at 7521 Catone Court in Oxon Hill and has requested the construction of a sound barrier behind his home.

Mr. Washington's residence was evaluated and found not to meet the following criteria:

- Noise levels must exceed the impact threshold level of 67 decibels (dBA);
- The impacted home must have been in existence prior to the highway;
- Construction of a noise barrier must be feasible;
- Cost must be reasonable; cost per impacted residence is protected may not exceed \$40,000;
- 75% of the impacted residents must favor the project; and
- Funds must be available.

Additionally, our current list of locations throughout the State that meet this criteria, far exceeds the available funding.

513-7311

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

212

The Honorable Sue V. Mills  
June 17, 1993  
Page 2

Also, noise abatement projects on highways in the category of MD 210 are often not feasible, due to the frequency of intersections or entrances that create breaks that would cause a "funneling" effect for noise. Noise wall projects, to date, have been limited to Interstate or major arterial highway.

I thank you for your expression of interest in this matter, regret not being able to provide a more favorable response and request you call me with any questions.

Sincerely,



Creston J. Mills, Jr.  
District Engineer

CJM:ljb  
cc: Mr. Charles Adams



**Maryland Department of Transportation**  
**State Highway Administration**

213

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 9, 1993

The Honorable Constance A. Morella  
United States House of Representatives  
223 Cannon House Office Building  
Washington DC 20515-2998

Dear Congresswoman Morella:

*Connie*

Thank you for your recent letter on behalf of your constituent, Mr. Ralph H. Hobdey, concerning the noise situation at Singleton Drive and Rockhurst Road adjacent to I-495 in Montgomery County.

The Singleton Drive and Rockhurst Road areas meet the eligibility criteria for our retrofit noise abatement program. At this time, however, funding is not available for a sound barrier project in this area. This includes both federal funds and a 20 percent share by Montgomery County. As you are aware, sound barrier projects compete for funding with highway safety, bridge repair and reconstruction projects. The present economic situation makes it difficult for us to predict when we might be able to advance this project.

Thank you again for bringing Mr. Hobdey's concerns to my attention, and I regret we are unable to provide a more positive response at this time. If you wish to discuss this matter further, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

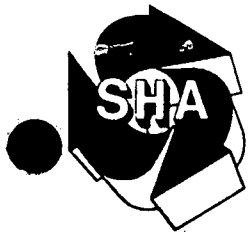
Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

May 19, 1993

The Honorable Constance A. Morella  
United States House of Representatives  
223 Cannon House Office Building  
Washington DC 20515-2998

Dear Congresswoman Morella: *Connie*

I wanted to let you know the results of our noise measurement studies at the Timberlawn community adjacent to the I-270 East Spur. This is a follow-up to my February 25, 1993 letter in response to Mr. Charles W. Stansfield's concerns about noise levels in Timberlawn.

In cooperation with the homeowners' association, we reviewed the noise levels in the community. The noise levels in the backyards at five feet above ground level do not exceed the 67 decibel level at any property. 67 decibels is the standard measurement used to determine traffic noise impacts. The noise levels are below the impact threshold due to the earth berms, which were constructed as part of the Timberlawn development; the berms provide a shield for ground level receptors. The eight residences from 10710 through 10724 Valerian Lane experience noise levels above the 67 decibel threshold at the deck level for a certain portion of the day. The decks are about 10 - 15 feet above the backyard ground elevation.

The results of this remonitoring show that the impact threshold is not exceeded at the ground level residential area in the community. This indicates that the berms which were constructed with the development are providing shielding from highway noise. Additionally, change in noise levels resulting from the widening of the east spur of I-270 will be insignificant (1-2 decibels). Based upon this information, the Timberlawn area does not meet our eligibility criteria for noise abatement.

If you have any questions concerning this study or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

Enclosure

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

214

noise

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

*P.S. Sorry I couldn't provide  
a more positive response  
H.K.*



**Maryland Department of Transportation**  
**State Highway Administration**

215

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

March 24, 1993

The Honorable Constance A. Morella  
United States House of Representatives  
223 Cannon House Office Building  
Washington DC 20515-2998

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of your constituent, Dr. Sidney K. Suneja, concerning the noise situation at his residence on Osage Lane adjacent to I-495 in Montgomery County. I can certainly understand Dr. Suneja's feelings about our noise abatement policy, which sets stringent criteria for eligibility. I would like to explain the rationale behind it.

There are many more requests for noise abatement than we have the resources to address. To utilize these limited resources in the fairest manner possible, we feel it is necessary to restrict noise abatement to those areas where State construction activities cause significant impacts to existing communities. The criteria which must be met for approval of noise abatement for new highway construction includes a significant increase (five decibels or greater) over no-build noise levels. Because the improvements to I-495 were constructed in the median, the maximum increase in noise levels will be one to two decibels.

Regarding the discrepancy in cost figures, there was a comparison of two different noise barrier designs. The barrier investigated costing over \$140,000 per residence was to protect all the residences along the inner loop of I-495 between Persimmon Tree Road and Seven Locks Road, a length of over 5,700 feet. The overall density of development through this area is somewhat low; 25 residences were included in the cost-per-residence computation. On the other hand, in subsequent inquiries from the Osage Lane/Tomlinson Avenue area, a scaled down barrier of 1,500 feet long was analyzed. In this case, 15 residences on Osage Lane and Tomlinson Avenue were involved and yielded the cost-per-residence figure of over \$55,000. The development density along Osage and Tomlinson is greater, thus the lower cost-per-residence figure.

My telephone number is \_\_\_\_\_

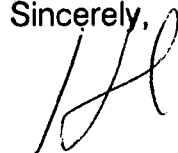
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

216  
The Honorable Constance A. Morella  
March 24, 1993  
Page Two

I regret the misunderstanding about the cost discrepancy, and I hope this clarifies the situation. The fact remains that the community does not meet the reasonable cost criterion, and the noise level increase resulting from highway improvements will be minor.

Thank you again for bringing Dr. Suneja's concerns to my attention. If you wish to discuss this matter further, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams





**Maryland Department of Transportation**  
**State Highway Administration**

217

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

February 25, 1993

The Honorable Constance A. Morella  
Congress of the United States  
House of Representatives  
223 Cannon House Office Building  
Washington DC 20515-2998

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of your constituent, Mr. Charles W. Stansfield, concerning the noise situation at the Timberlawn community adjacent to the I-270 East Spur.

We will be pleased to review the noise levels at this location in cooperation with the homeowner's association. Additional noise measurements will be taken within the next two months, and we will get back in touch with you and the community with the results. You should hear from us by the end of April.

Thank you again for bringing Mr. Stansfield's concerns to my attention. Please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design, if you have any questions in the meantime. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

218

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

October 13, 1993

The Honorable Louis P. Morsberger  
The Honorable Kenneth H. Masters  
The Honorable Thomas E. Dewberry  
304 Lowe House Office Building  
Annapolis MD 21401-1991

Dear Delegates Morsberger, Masters and Dewberry:

Thank you for your recent letter concerning the traffic noise situation on I-195 at Magnolia Avenue in Relay.

The environmental studies done prior to the construction of I-195 predicted that noise levels would not exceed the noise impact threshold by the design year 2005. This is one of the policy requirements that must be met for an area to be considered for noise abatement measures.

We will obtain and analyze current traffic data and compare it with design year predictions to determine the trend in traffic volumes. In addition, we will conduct noise level measurements at this location to determine the present impact. This work should take about two months to complete at which time we will notify you of the results. You should expect to hear from us by the end of December.

In all candor, we simply do not have the funds available to consider expanding the noise abatement program should a community meet all of the policy requirements. We are currently discussing possible options, in lieu of building noise barriers, to address impacts due to future traffic noise levels.

I hope this information addresses your concerns. If you have any questions or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

Gene

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

December 14, 1993

The Honorable Nancy Murphy  
Senate of Maryland  
District Office  
1330 Sulphur Spring Road  
2nd Floor, Office 4  
Arbutus MD 21227

Dear Senator Murphy:

I am writing to update you on the status of the noise barrier project on the Baltimore Beltway from Wilkens Avenue to Southwestern Boulevard.

As you are aware, bids have been received for this project. Since the bids were opened, we have been looking at the effect that proposed expansion of the beltway will have on the noise walls. Specifically, we want to construct the walls in a location that will not be affected by future beltway expansion. In doing this there would be minimal impact to adjacent neighborhoods from widening construction.

We had originally hoped to proceed with the construction and make the design revisions during the construction. However, upon careful review and analysis we feel that the best approach is to rebid the project once the redesign is completed. We are proceeding on an accelerated design schedule and plan to re-advertise in order that construction can begin in the spring 1994. It is our intent to have the sound barriers up by the end of 1994.

The decision to re-advertise this project is a change from the information recently given your office. We feel that we will be able to obtain a better price for the work by rebidding the project than by negotiating changes during construction.

We have received calls from your constituents who are concerned that we are planning to cancel this project and postpone noise wall construction until the beltway is widened. This is not the case; we intend to move ahead with this project as soon as the design revisions are completed. The delays, while regrettable, will result in less impact to the community in the long run.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

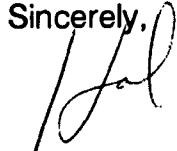
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

220

The Honorable Nancy Murphy  
December 14, 1993  
Page Two

If you have any questions or would like additional information please contact Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,



Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
The Honorable Thomas E. Dewberry  
The Honorable Berchie Lee Manley  
The Honorable Kenneth H. Masters  
The Honorable Louis P. Morsberger

Nancy - this  
response to your  
recent inquiry.  
Thanks for your interest,  
and support for this  
project. We'll push it as  
fast as possible  
H.K.



**Maryland Department of Transportation**  
**State Highway Administration**

221

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 7, 1993

The Honorable Nancy L. Murphy  
Senate of Maryland  
1330 Sulphur Spring Road  
Arbutus MD 21227-2794

Dear Senator ~~Murphy~~ *Nancy*:

Thank you for your recent letter on behalf of the residents of the Maiden Choice Community Association concerning the proposed noise abatement project for their community, adjacent to I-695 in Baltimore County.

The project was advertised on May 25 with the bid opening on June 29. The bidding was favorable and we are proceeding with the contract. The construction should begin late this summer.

A review of the plans indicates the noise wall does not extend to the houses from 901 through 915 Regina Drive. This is in accord with the wishes of a majority of residents in this area who petitioned the State Highway Administration on July 9, 1987.

Again, thank you for your continued support of this project. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

222

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

March 2, 1993

Major Joseph Ockershausen  
Prince George's County Fire Department  
6820 Webster Street  
Landover Hills MD 20874

COPY

RE: Contract No. P 113-251-324  
I-95/495 Noise Abatement Project  
From MD 414 to Livingston Road

*Joe*  
Dear Major Ockershausen:

As we previously discussed, a request was made by the Birchwood City community not to include access doors for the referenced contract. The intent is to ensure citizen safety by eliminating the potential opportunities for passage to and from the highway.

Therefore, unless you have reasonable objections, we will not include access doors in this project.

We will provide whatever number of fire hose couplings you require to make sure adequate fire protection is afforded. Please provide this information to us as soon as possible so we can include it in our contract plans.

If you have any questions or comments in this matter, please contact me at (410) 333-8071.

Sincerely,

*Gene Miller*

Eugene J. Miller, Jr.  
Office of Environmental Design

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.  
Mr. Michael Kelly  
Mr. Steve Silva

My telephone number is \_\_\_\_\_

Gene: F41

223



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

April 5, 1993

The Honorable Thomas Patrick O'Reilly  
Senate of Maryland  
Presidential Wing  
James Senate Office Building  
Annapolis MD 21401-1991

Dear Senator O'Reilly:

This is in follow-up to Administrator Kassoff's March 19th letter to you regarding trees and parking problems in the vicinity of our US 50/MD 410 interchange.

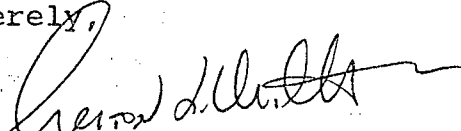
I am pleased to let you know that a plan has been developed to provide trees along US 50 and the MD 410 ramps adjacent to the homes facing the new interchange. We feel these plantings will provide a visual buffer for the homes at that location and anticipate placement of the trees this Spring.

Also, I have installed "No Parking" and "No Trespassing" signs within the grassy area of Ardmore-Ardwick Road to help keep outsiders from parking and disrupting the Community.

I trust these actions meet with your approval and am confident they will greatly benefit the residents of this neighborhood.

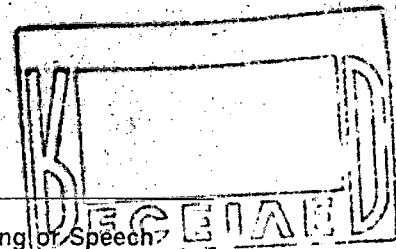
Thank you for bringing these matters to our attention, and if you have any questions please call me.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:lc

cc: Mr. Hal Kassoff  
Mr. Charles Adams



My telephone number is \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

224

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 26, 1993

Ms. Shane Pendergrass  
Chairwoman  
County Council of Howard County  
George Howard Building  
3430 Court House Drive  
Ellicott City MD 21043-4392

*Shane*

Dear Chairwoman Pendergrass:

Thank you for your recent letter concerning the traffic noise situation in the areas of Bauman Drive and Hunt Club Road adjacent to I-95 in Elkridge and Millbrook adjacent to I-70.

We have evaluated the Bauman Drive/Hunt Club Road area several years ago and it was determined that while the homes in this area predate I-95, as required, the cost of noise abatement greatly exceeded our criterion of \$40,000 per residence. The main reason for this was that the noise levels did not exceed the impact threshold of 67 decibels at enough residences. Because there has been several years since we measured noise levels, it is possible that there has been a change in the noise environment that might alter the conclusions on eligibility of this area. We will contact the community to schedule a new monitoring study. This may take several months to complete due to uncertainty of weather conditions. We will follow up with the results by the end of January 1994 at the latest.

Thank you for bringing this situation to my attention, and I hope this information addresses your concerns. If you have any questions or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

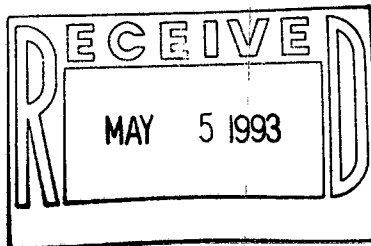


STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

IN REPLY REFER TO G-MDOT



April 20, 1993



The Honorable Joseph R. Robison  
Mayor  
City of Laurel  
350 Municipal Square  
Laurel MD 20707-4181

WILLIAM DONALD SCHAEFER  
GOVERNOR

ANNAPOLIS OFFICE  
STATE HOUSE  
ANNAPOLIS, MARYLAND 21401  
(301) 974-3901

BALTIMORE OFFICE  
ROOM 1513  
301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
(301) 225-4800

WASHINGTON OFFICE  
SUITE 315  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 635-2215

TDD (301) 333-3098

Dear Mayor Robison:

Thank you for your recent letters to Secretary O. James Lighthizer and me concerning the sound barrier which will be constructed adjacent to southbound I-95 in West Laurel.

There have been several locations where we have built sound barriers on one side of a highway and have studied the effects on noise levels on the opposite side of the highway. Our studies have not shown any measurable increase in noise due to reflection of noise off of the sound barrier. We do not anticipate any negative impacts to the communities opposite the sound barrier on the east side of I-95. We welcome the opportunity to discuss this in detail with you and provide any assistance we can regarding the measurement survey you plan to conduct.

If you have any questions or would like to discuss the sound barrier project, please contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff  
Secretary O. James Lighthizer  
☒ Mr. Gene Miller  
Mr. Jeff Stone



# Maryland Department of Transportation

The Secretary's Office

226

William Donald Schaefer

Governor

O. James Lighthizer


Secretary

Stephen G. Zentz

Deputy Secretary

## MEMORANDUM

TO: The Honorable William Donald Schaefer  
Governor

FROM: O. James Lighthizer   
Secretary

DATE: June 23, 1993

SUBJECT: Sound Barrier at Laurel Ridge

When you visited the West Laurel community to announce the approval of a sound barrier for the area (\$2,400,000), you were approached by several residents of the Laurel Ridge area about a barrier. The Laurel Ridge community is located on the opposite side of I-95 and north of the West Laurel area as shown on the enclosed map.

The State Highway Administration has completed an analysis of the Laurel Ridge area as promised in your letter to community representatives. The area is experiencing extremely high noise levels and all the homes were constructed prior to I-95. An effective barrier can be constructed to protect the 10 impacted residents at a cost of \$550,000.

Governor, there is no difference in justification between the West Laurel Barrier and the Laurel Ridge proposal. Therefore, I am recommending including in the project for West Laurel a barrier for Laurel Ridge, assuming Prince George's County agrees to the same 20 percent share of cost as for the West Laurel segment. (Also, we would need the Federal Highway Administration's approval and donation of all necessary right-of-way by benefitted property owners.) The total cost for both sound barriers would be \$2,950,000--\$2,360,000 in state funds and \$590,000 in county funds.

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

36

227

The Honorable William Donald Schaefer  
June 23, 1993  
Page Two

If you approve, I have enclosed a letter from you to County Executive Glendening seeking his commitment to fund 20 percent of the cost.

Enclosures

cc: Mr. Hal Kasso

GOVERNOR'S REPLY:

- ☐ Approve
- ☐ Disapprove
- ☐ Please see me



**Maryland Department of Transportation**  
**State Highway Administration**

228

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

March 9, 1993

The Honorable Decatur W. Trotter  
313 James Senate Office Building  
110 College Avenue  
Annapolis MD 21401-1991

Dear Senator Trotter:

The State Highway Administration will attend an informational meeting on Wednesday, March 31, 1993, at 7:30 P.M., hosted by the Town of Glenarden. The meeting will be held at the Glenarden Town Hall, 8600 Glenarden Parkway, Glenarden, Maryland 20706.

The purpose of this meeting is to present the preliminary design for the noise barriers to be constructed adjacent to the Capital Beltway (I-95/495) between MD 704 and MD 202.

I hope that you or your representative will be able to attend this meeting. If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. Creston J. Mills, Jr.

My telephone number is \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

229

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 14, 1993

The Honorable Michael J. Wagner  
Senate of Maryland  
District Office  
Arundel Center North, Room 510  
Glen Burnie MD 21061

Dear ~~Senator~~ Wagner: *M:Jc*

Thank you for your recent letter about the noise situation at the Merriweather community adjacent to MD 100.

There are a number of criteria which are evaluated to determine eligibility for noise abatement. Communities which existed prior to the completion of the final environmental document for new highways are evaluated to determine eligibility for and feasibility of noise barriers. In the case of the Merriweather community, the development was constructed after the approvals for the planned highway were received. Based upon this, the area is not eligible for a noise barrier.

The State Highway Administration has agreed to plant a screen of evergreen trees in the area between your homes and MD 170 to provide a buffer. This planting will be installed under the present construction project.

You raised questions about a potential buy-out option similar to that discussed for MD 100 in Howard County. The development of the Villages of Montgomery Run in Howard County was planned and designed with the alignment of MD 100 approved in 1989 as a factor. When it became apparent that the approved alignment was not acceptable due to wetland impacts, additional alignment alternatives were developed. The alignment selected will bring MD 100 closer to one section of the Villages of Montgomery Run than previously. We have offered the buy-out option because the changes to the alignment of MD 100 in Howard County will result in additional impacts and that residents purchased homes based upon the prior plans for MD 100.

This is not the case with the section of MD 100 in Anne Arundel County. The alignment has been known since 1987-88, and developments have been constructed since the approvals were given.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

230

The Honorable Michael J. Wagner  
October 14, 1993  
Page Two

I hope this information has helped to clarify the situation, and I regret that I cannot provide you with a more positive response.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Hal Kassoff', written over the word 'Sincerely,'.

Hal Kassoff  
Administrator



**Maryland Department of Transportation**  
**State Highway Administration**

231

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

November 23, 1993

The Honorable Thomas M. Yeager  
Senate of Maryland  
309 James Senate Office Building  
Annapolis MD 21401

Dear Senator Yeager: *Tom*

Thank you for your recent letter about a noise barrier for the Laurel Ridge community.

At this time, there are no monies to construct the barrier. We recognize that the community does experience high noise levels, as do a number of other communities which meet our noise barrier criteria, but we lack the construction funds to build the noise barriers.

Thank you for your continued support for this area. As funds are available we would like to provide barriers for communities which have noise problems and meet our eligibility criteria.

Sincerely,

Hal Kassoff

cc: Mr. Charles B. Adams  
Mr. Gene Miller

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

232  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

April 23, 1993

The Honorable Thomas M. Yeager  
413 Main Street  
Laurel MD 20707-4176

Dear Senator Yeager: *Tom*

Thank you for your recent letter about the noise study in the Laurel Ridge area adjacent to I-95.

If the noise study confirms that this area meets all of our noise abatement criteria, the availability of funding is still a question which would have to be resolved. It may be possible to address this area in conjunction with the West Laurel project, but I feel it would be premature to make this assumption until we have completed our analysis.

I appreciate your offer to help with the I-95 noise barrier issue, and I will get back in touch with you after the study is completed.

Sincerely,

Hal Kassoff  
Administrator

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717